



ACT ROAD SAFETY REPORT CARD 2017

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Inquiries about this publication should be directed to:
Access Canberra 13 22 81

Postal address
GPO Box 158 Canberra ACT 2608

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PURPOSE OF THE REPORT CARD

The 2017 ACT Road Safety Report Card (the Report Card) provides an update on the implementation status of the ACT Road Safety Action Plan 2016–2020 (the Action Plan), the ACT Road Safety Camera Strategy (the Camera Strategy) and the agreed recommendations arising from the 2014 Legislative Assembly inquiry into vulnerable road users (VRU Inquiry) and the ACT Auditor-General's performance audit on speed cameras in the ACT. The Report Card also includes statistical measures of progress, including ACT reporting against national performance indicators.

INTRODUCTION

The ACT Road Safety Strategy 2011–2020 (the Road Safety Strategy) was released in November 2011 and provides a whole-of-government approach to addressing road safety in the ACT. The strategic goals of the Road Safety Strategy are to: contribute to a national reduction in the annual number of fatalities and serious injuries of at least 30 per cent by 2020; develop an ACT community that shares the responsibility for road safety; and develop an approach to road safety that involves all stakeholders working together to improve road safety.

The Road Safety Strategy is supported by multi-year action plans which are based on the Vision Zero philosophy and the Safe System Approach to road safety improvement. The first of these action plans covered the period 2011 to 2013 which saw the development and delivery of a range of road safety initiatives such as the introduction of point to point road safety cameras, the implementation of reduced 40km/h speeds in town centres, compulsory pre-provisional motorcycle training, targeted awareness and media campaigns and drink driving reforms including the introduction of a zero alcohol concentration for novice and special drivers, immediate licence suspension for high-range offenders and the establishment of the alcohol interlock program.

The second action plan, which covers the period 2016 to 2020, was released on 15 February 2016. The Action Plan includes 39 action items aimed at saving lives, reducing injuries and strongly prioritising a Vision Zero approach to transport policy making.

In addition to work being progressed as part of these road safety action plans, a number of other reforms and commitments are being progressed in response to the VRU Inquiry and the ACT Auditor-General's performance audit report on speed cameras in the ACT and as part of the Camera Strategy.

The Camera Strategy, released in May 2015, sets clear objectives for each of the camera types used in the ACT Road Safety Camera Program and outlines how the Government will improve, measure and monitor the effectiveness of the cameras to inform future decisions about their use.

Each year the ACT minister responsible for road safety provides a report to the ACT Legislative Assembly which sets out the implementation status of the Road Safety Strategy and other road safety related commitments and road safety performance data.

IMPLEMENTATION RESPONSIBILITIES, COORDINATION AND GOVERNANCE ARRANGEMENTS

The Justice and Community Safety (JACS) Directorate is responsible for coordinating and monitoring the implementation of the Road Safety Strategy and other related road safety policy reforms and commitments. A number of other agencies are also involved in the delivery of road safety initiatives including ACT Policing, Transport Canberra and City Services (TCCS) Directorate, Health Directorate (HD), Education Directorate (ED) and Environment, Planning and Sustainable Development (EPSD) Directorate.

The ACT Road Safety Advisory Board (the Board) is responsible for monitoring progress and reporting on the implementation of the Road Safety Strategy. The Board is a non-statutory body comprising eight members representing the two ACT compulsory third party insurers, three road user representatives, two road safety experts and an ACT Government executive as chair. Complementary subcommittees exist to support the Board including the Road Safety Task Force, comprising all government agencies responsible for the implementation of the Road Safety Strategy.

IMPLEMENTATION STATUS

Appendices A to D of this report card provides a summary of progress to date on the delivery of the Government's road safety commitments. A summary of the implementation status of all commitments is shown in the table below with a separate column showing the source of each commitment.

	Road Safety Action Plan	Vulnerable Road Users Inquiry	AG's report on Speed Cameras	Road Safety Camera Strategy	Total
Complete/Implemented ongoing	10	17	12	8	47
Well advanced	7	1	0	0	8
Commenced and progressing	12	6	4	1	23
To be progressed	10	2	0	1	13
Noted recommendations – no specific response required.	0	2	0	0	2
Total	39	28	16	10	93

GENERAL POINTS

- > As at February 2017, 47 of 93 items have been completed or implemented as ongoing programs and 31 items are either well advanced in their implementation or have commenced and are progressing.
- > 13 items are either yet to commence. However, these items will be progressed in the final four years of the Road Safety Strategy.
- > Two recommendations from the inquiry into vulnerable road users were noted by the Government (rather than agreed or not agreed) and do not require any specific action. Recommendation 13 was in relation to the Government commissioning a research study to analyse the accuracy of accident data collected. This recommendation was noted on the basis that an audit of the ACT's crash database was undertaken in 2012 and that any further reviews will be considered as required to support existing road safety programs and reporting. Recommendation 24 was in relation to the Government conducting a review of the speed limit hierarchy across all roads in the ACT. This recommendation was noted on the basis that the Government will continue to apply speed limits in line with national standards and guidelines, and will conduct reviews of speed limits in the ACT as required.

KEY ACHIEVEMENTS

Key achievements over the past 12 months include:

- > In February 2016, the Government launched the Active Streets pilot program which includes a range of infrastructure improvements to make the environment around schools safer and easier for students to walk and cycle. The infrastructure improvements included the installation of dragon's teeth road markings, 30km/h speed limits, improvements to path connectivity and improvements to part way drop off areas such as playing fields which are within a short walking distance of the school. The Active Streets pilot locations were Macquarie, Macgregor, Latham and Mount Rogers primary schools. (Action Item 26 of the Action Plan).
- > New road safety laws were passed in March 2016 to support reforms to police pursuit policy in the ACT to reduce the number of police pursuits on ACT roads. As a result of these legislative reforms, police will no longer pursue drivers unless it is necessary to prevent a serious risk to public health or safety, or an offence has been committed, or is about to be committed, which involves the risk of serious injury to or death of a person. Drivers who commit the offence of 'failing to stop for police' are now subject to a maximum penalty of 12 months imprisonment and up to \$15,000 in fines, increasing to three years imprisonment and up to \$45,000 for repeat offenders. Drivers can also have their license suspended and vehicle seized. The registered owner of a vehicle which was used to commit the offence can also face serious penalties if they do not provide information to police about who was driving the vehicle when the offence was allegedly committed. These new laws provide ACT Policing with alternate avenues for identifying, apprehending and prosecuting offending drivers rather than undertaking a high risk pursuit.
- > The ACT Government continued its commitment to protecting vulnerable road users with new laws passed in June 2016 to make it illegal to throw objects at, or place objects in the way of, motor vehicles or bicycles so as to risk the safety of drivers, riders or passengers. The new offence also applies to throwing objects at other vehicles, and covers actions such as car drivers throwing objects at other car drivers, or pedestrians throwing objects at cars or trucks. The new laws recognise the significant risk to the safety of road users posed by this type of behaviour.
- > National Road Safety Week was launched in Canberra on 2 May 2016 with a display of empty chairs and empty tables placed at City Walk, representing the 50 people killed on ACT roads over the past 5 years. Throughout the week, which ran from 2 to 8 May, yellow ribbons were displayed on police and emergency services vehicles. The Government also arranged for The National Carillon, Questacon, The Royal Australian Mint, The National Archives, Albert Hall, Parliament House, Old Parliament House and the Kings Avenue and Majura Parkway overpasses to be lit up in yellow at night.
- > In July 2016, the 2016 ACT Road Safety Forum was held. The forum discussed the latest research and developments in drug driving reduction and examined ways in which this evidence could be used to inform the consideration of interventions that might minimise drug driving in the ACT. A series of expert

roundtables on drug driving are currently being conducted as an outcome of this forum. The road safety implications of medicinal cannabis, prescribed drug use, illicit drug use and the combination of drug use and alcohol consumption are all key issues being explored. (Action Item 37 of the Action Plan).

- > In August 2016, a new driver competency relating to vulnerable road users was introduced. A learner driver applying for a provisional licence is now required to demonstrate good observation skills, recognition and risk management and display appropriate and calm decision making to mitigate and avoid risk and harm to any vulnerable road users. The initiative also included the expansion of the road rules knowledge test to include a section on vulnerable road users in which the applicant must answer all questions correctly in order to pass the test. (Action Item 14 of the Action Plan and recommendations 18 and 19 of the VRU Inquiry).
- > In September 2016, increased penalties and demerit points were introduced for driving while using a mobile phone for text messaging, using social networking and other mobile applications or accessing the internet. The increased penalty was set at \$511 and four demerit points. A social media campaign was launched later in the year to promote these changes. (Action Item 10 of the Action Plan).
- > A new ACT Road Safety Camera Program website was launched in September 2016. The website provides a number of features including the ability for people to nominate a mobile camera location and enhanced information on the purpose, performance and effectiveness of the camera program including infringement statistical information. (Recommendation 7 of the AG's report on speed cameras and Action Items 1 and 2 of the Camera Strategy).
- > Construction of the Tuggeranong 'Learn to Ride' cycling training facility commenced in December 2016. A second 'Learn to Ride' centre at Lake Ginninderra is scheduled to start construction following the completion of the Tuggeranong site in March 2017. (Action Item 14 of the Action Plan).
- > Also in December 2016, the Government announced the recipients of the first road safety grants as part of the ACT Community Road Safety Grants Program. Over \$250,000 was allocated to nine innovative community road safety projects across the areas of training, education and awareness programs and road infrastructure initiatives. (Action Item 36 of the Action Plan).

STATISTICAL PROGRESS

The primary statistical measures of progress under the National Road Safety Strategy are the annual number of road crash deaths and serious injuries. These measures and a range of other high-level outcome measures are being used to track Australia's road safety performance over the 10-year life of the national strategy, relative to the baseline period of 2008–2010. They are also being used to measure performance under the ACT Road Safety Strategy and are presented in this section of this report card. Detailed information on ACT road crash data is available in the annual ACT Road Crash Report (http://justice.act.gov.au/safety_and_emergency/road_safety/act_crash_information).

Table 1.1: High Level Outcome Measures¹

Measure	2012 (ACT)	2013 (ACT)	2014 (ACT)	2015 (ACT)	2015 (Nationally)	% change per annum (2006 – 2015) (ACT)	% change per annum (2006 – 2015) (Nationally)
Number of deaths resulting from road crashes	12	7	10	15	1205	-3.4	-3.7
Number of road crashes resulting in deaths	12	7	10	14	1101	-3.1	-3.6
Number of deaths per 100,000 population	3.20	1.84	2.59	3.80	5.10	-5.0	-5.3
Number of deaths per 100 million vehicle Km travelled	0.32	0.18	0.26	0.40	0.50	-4.6	-5.0
Number of deaths per 10,000 registered vehicles	0.16	0.15	0.23	0.40	0.50	-6.3	-6.5

1. Road Trauma Australia–Annual Summaries, Bureau of Infrastructure, Transport and Regional Services (BITRE), https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx

Table 1.2: Rates of deaths per 100,000 population 2008-2015²

An indicator of the effectiveness of road safety policies, programs and initiatives is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2015, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 3.8 fatalities per 100,000 population (up by 1.2 from 2014), compared with 5.1 road fatalities per 100,000 people nationally (up by 0.2 from 2014).

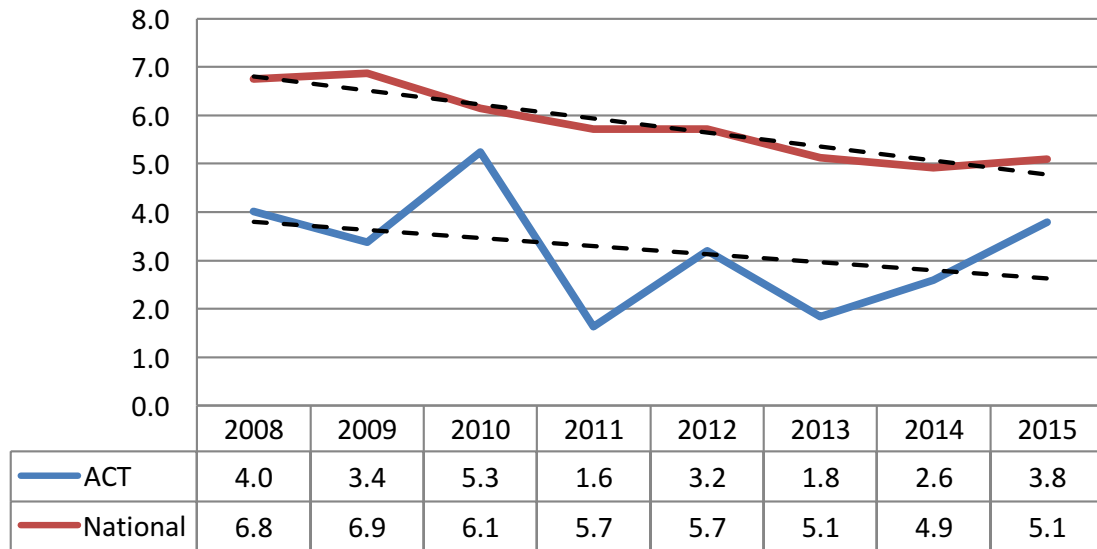
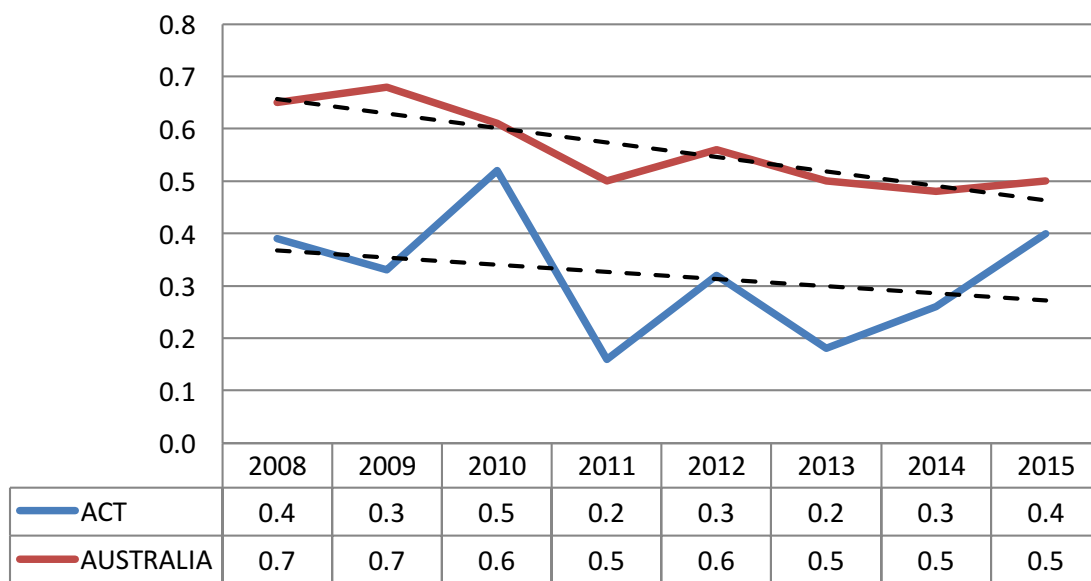


Table 1.3: Rates of deaths per 100 million vehicle kilometres travelled 2008-2015³



² Road Trauma Australia—Annual Summaries, Bureau of Infrastructure, Transport and Regional Services (BITRE), https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx

³ Road Trauma Australia—Annual Summaries, Bureau of Infrastructure, Transport and Regional Services (BITRE), https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx

Table 1.4: Rates of deaths per 10,000 registered vehicle 2008-2015⁴

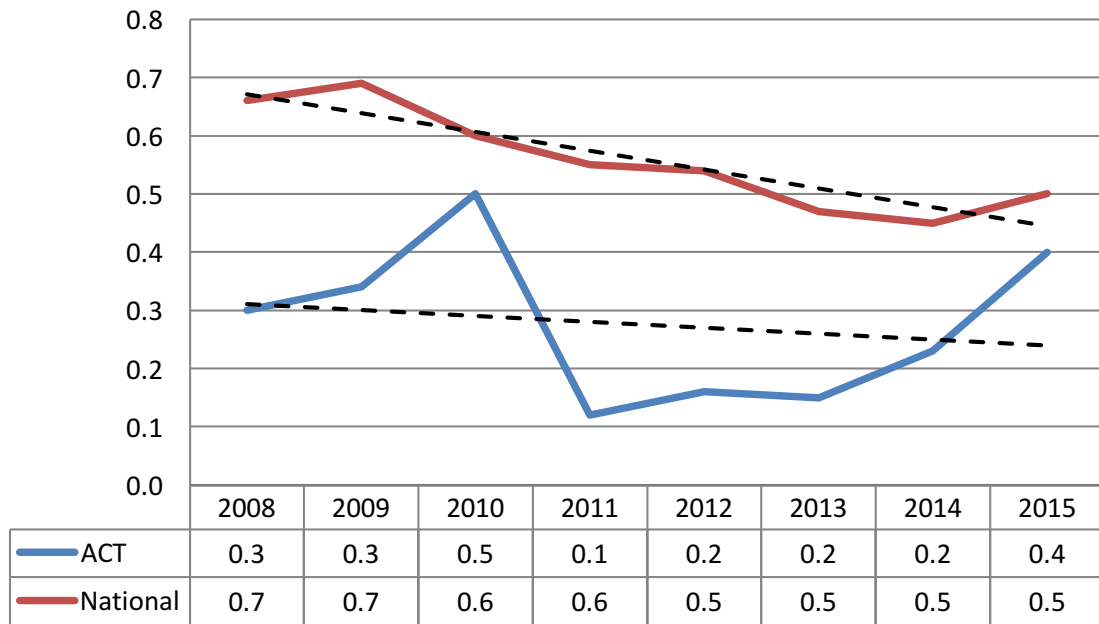


Table 1.5: Safety Performance Indicators – ACT Performance

Measure	2012	2013	2014	2015
Safe Roads				
Number of deaths from head-on crashes	0	0	0	4
Number of deaths from single-vehicle crashes	8	5	6	4
Number of deaths from intersection crashes	5	4	4	5
Number of deaths from crashes on metropolitan roads	11	6	8	13
Number of deaths from crashes on regional roads	1	1	2	2
Number of deaths from crashes on remote roads	N/A	N/A	N/A	N/A
Mean free speeds at designated sites across the network <i>(the percentage of all surveyed sites in the ACT where the 85th percentile speeds were contained within the posted speed limit)</i>	31%	48%	32%	32.6%
Percentage of vehicles speeding by vehicle type and offence category	Data not available	Data not available	Data not available	Data not available

⁴ Road Trauma Australia—Annual Summaries, Bureau of Infrastructure, Transport and Regional Services (BITRE), https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx

Measure	2012	2013	2014	2015
Safe Vehicles				
Average age of the ACT vehicle fleet (years)	9.5 yrs	Light Vehicle = 8.78yrs Motorcycle = 9.16yrs Heavy Vehicle = 10.7 yrs	Light vehicle = 6.96yrs Motorcycle = 6.75yrs Heavy vehicle = 9yrs	Light vehicle = 7.75yrs Motorcycle = 7.65yrs Heavy vehicle = 10.07yrs
Percentage of new vehicles sold with a 5-star ANCAP rating	Data not available	Data not available	Data not available	Data not available
Percentage of new vehicles sold with key safety features	Data not available	Data not available	Data not available	Data not available
Safe People				
Number of young driver and motorcycle rider deaths (aged 17-25 years)	1	1	3	3
Number of deaths (not including the driver) from crashes involving a young driver or motorcycle rider (aged 17-25 years)	2	2	1	0
Number of older driver and motorcycle rider deaths (aged 65+ years)	0	1	1	3
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ years)	1	2	0	6
Number of motorcyclist deaths	3	1	2	4
Number of cyclist deaths	1	0	1	1
Number of pedestrian deaths	4	1	1	0
Number of deaths from crashes involving a heavy vehicle	2	0	3	2

Measure	2012	2013	2014	2015
<i>Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above legal limit</i>	1	1	1	4
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above legal limit	1	2	0	0
<i>Number of drivers and motorcycle riders killed with a blood drug level</i>	0	1	4	3
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood drug level	1	1	0	0
<i>Number of deaths from crashes involving an unlicensed driver or motorcycle rider</i>	1 (suspended)	0	1	1 (unlicensed) 1 (disqualified)
Number of vehicle occupants killed who were not wearing a restraint	1 (no helmet)	2 (no seatbelt)	1 (no helmet) 1 (no seatbelt)	4 (no seat belt)
Safe Speeds				
Number of fatal crashes where speeding was a contributing factor	2	2	3	3

APPENDIX A – ACT ROAD SAFETY ACTION PLAN 2016-2020

The Action Plan is the second action plan developed to support the ACT Road Safety Strategy. It was developed in partnership with key stakeholders including Pedal Power, NRMA Motoring and Services, Motorcycle Riders' Association, Australasian College of Road Safety, Kidsafe ACT, and other community, road safety and road user interest groups. The Action Plan includes 39 action items aimed at saving lives, reducing injuries and strongly prioritising a Vision Zero approach to transport policy making. Key focus areas under this action plan include vulnerable road users, speed management and linking sustainable transport opportunities with road safety improvement.

The below table provides an implementation status update on the action items of the Action Plan.

Implementation Status	Complete/ Implemented ongoing	To be progressed	Commenced and progressing	Well advanced	Noted recommendation
Number	Action Item	Update			Lead agency
Sustainable Transport Policies to Improve Road Safety					
1	Explore options for recognising the role of sustainable transport in road safety	Projects that aim to link sustainable transport policies with road safety improvement are being prioritised as part of the ACT Community Road Safety Grants Program. In 2016-17 there were no applications for grant funding which linked with this strategic priority area. The ACT Road Safety Advisory Board, which provides advice to the Minister for Justice, Consumer Affairs and Road Safety, will explore options to progress this action item as an ACT Road Safety Fund strategic project.			JACS
2	Investigate risks and any potential benefits of allowing people to ride bicycles without a helmet in low speed environments	Planned to commence in 2017.			JACS
Safer People					
3	Investigate and implement mass action treatments to address rear end crashes	TCCS has identified the top 20 rear end crash sites and will now look to develop a prioritised works program.			TCCS
4	Use variable message signs to promote safe following distance	Complete and ongoing. Messages were most recently displayed in October 2016 as designated in the 2016-17 ACT Road Safety Calendar.			JACS
5	Trial the use of chevron road markings	TCCS was provided a 2016-17 community road safety grant to support the implementation of this project. The grant funding will be used to engage a consultant to identify locations to trial chevron road markings on arterial roads and for the development of an education campaign.			TCCS
6	Review the ACT demerit points scheme	A project plan and statement of requirements is under development.			JACS
7	Develop an ACT Road Safety Education Strategy	A draft ACT Road Safety Education Strategy has been developed and is currently subject to stakeholder consultation.			JACS

Number	Action Item	Update	Lead agency
8	Expand and enhance content of the Road Ready course	Planned to commence in 2018.	JACS
9	Introduce a full mobile phone and other technology ban for young drivers	Planned to commence in 2018.	JACS
10	Introduce higher penalties and demerit points for texting while driving	Complete. From 1 September 2016, increased penalties and demerit points apply where a driver uses a mobile phone for messaging, social networking and other mobile applications or accessing the internet. The new penalties are a \$511 fine and four demerit points. A social media campaign was used to promote these changes.	JACS
11	Use variable message signs for speed and fatigue messaging during peak holiday periods	Complete and ongoing. Messages are being displayed on the fixed variable message signs during all holiday periods.	JACS
12	Expand the use of mobile road safety cameras to capture cross border traffic	Complete and ongoing. New mobile camera sites are now being used on all major entry and exit roads including the Federal and Kings highways.	JACS
13	Establish a vulnerable road user safety improvements program	Planned to commence in 2018.	TCCS
14	Build a cycling training facility	A cycling training facility at Lake Tuggeranong is currently under construction with the construction of a second facility at Lake Ginninderra scheduled to start following the completion of the Tuggeranong site in March 2017.	JACS
15	Develop an Active Transport Infrastructure Policy	The draft Active Transport Infrastructure Policy has been completed. The final consultation with relevant stakeholders is proposed in early 2017.	EPSD
16	Refresh and expand the Share the Road campaign	JACS and TCCS (ACTION Buses) are working on a joint campaign focused on sharing the road with buses. ACTION Buses has also engaged the ACT & Region Chapter - Australasian College of Road Safety to deliver a workshop to develop some share the road principles specific to improving the relationship between heavy vehicle drivers and vulnerable road users. The workshop is intended to take place at the end of February 2017.	JACS
17	Introduce new driver competency relating to vulnerable road users	Complete. A new driver competency relating to vulnerable road users was introduced on 29 August 2016. The change means that a learner driver applying for a provisional licence is now required to demonstrate good observation skills, recognition and risk management and display appropriate and calm decision making to mitigate and avoid risk and harm to any vulnerable road users. In addition, the road rules knowledge test, which must be passed to obtain a learner licence, has been enhanced with a new section being added relating to vulnerable road users. This new section of the test requires 100% correct answers in order to pass.	JACS

Number	Action Item	Update	Lead agency
18	Implement agreed recommendations of the ACT Legislative Assembly inquiry into vulnerable road users	The implementation status of recommendations into vulnerable road users is reported separately below in Appendix B.	JACS
19	Establish a four year funding arrangement to support the Mature Age Skills Training for Experienced Riders (M.A.S.T.E.R.S) training course	Complete. A four year funding arrangement has been implemented which provides funding of \$5,000 per annum to support the continuation of the M.A.S.T.E.R.S course.	JACS
20	Review graduated licensing for motorcyclists	Planned to commence in 2019.	JACS
21	Complete ACT Graduated Driver Licensing review	A draft options and discussion paper is currently being finalised by JACS. Community consultation on a way forward will be held during 2017.	JACS
22	Develop culturally appropriate road safety awareness material targeted at Aboriginal and Torres Strait Islander people	Planned to commence in 2019.	JACS
23	Consider methods to identify Aboriginal and Torres Strait Islander people in road crash and driver licensing data collection processes	Planned to commence in 2020.	JACS
Safer Roads and Roadsides			
24	Complete the Streets Planning Guideline	Draft streets guidelines have been completed and are being reviewed before publication.	TCCS
25	Complete Majura Parkway and upgrades to locations with high crash rates, including the Barton Highway and Gundaroo Drive and Federal Blackspot program priorities, to improve road safety	<p>The Majura Parkway and the Barton Highway/Gundaroo Drive upgrades have been completed.</p> <p>Recent projects completed as part of the Black Spot Program include:</p> <ul style="list-style-type: none"> > Pialligo Avenue / Oaks Estate > Tuggeranong Parkway (Hindmarsh Drive – Sulwood Drive) mid-block > Tuggeranong Parkway (Hindmarsh Drive – Cotter Road) mid-block > Ginninderra Drive / Coulter Drive <p>The Federal Government announced the 2016-17 Black Spot program in August 2016 with implementation works now progressing.</p>	TCCS

Number	Action Item	Update	Lead agency
26	Implement Active Streets Pilot	Active Streets Pilot project is now 50% complete. The pilot ran during the 2016 school year. Final data collection and reporting is being finalised to support the evaluation which will be published in early 2017.	TCCS
27	Expand the number of mobile camera sites in school zones	65 mobile camera sites within school zones have now been added to the program.	JACS
28	Undertake a review of breakdown lane issues in the ACT	Planned to commence in 2020.	JACS
29	Review speeding penalties in the ACT	A project plan and statement of requirements is under development.	JACS
Safer Speeds			
30	Expand the number of mobile road safety camera sites	Complete and ongoing. 292 new sites have been added to the program since regulation changes commenced in August 2015 supporting the use of mobile cameras on any road in the ACT. The expansion of sites has been prioritised to locations with a history of crashes and speeding drivers and to school zones. 65 of the new sites are at school zones.	JACS
31	Consider further expansion of 40km/h speed limit areas	TCCS is currently undertaking work to consider expanding the boundaries of the existing 40km/h areas in town centres.	TCCS
32	Trial speed detecting signs in residential areas	TCCS was provided a 2016-17 community road safety grant to support the implementation of this project during 2017.	TCCS
Safer Vehicles			
33	Provide information on vehicle safety to young and older drivers	Planned to commence in 2020.	JACS
34	Develop and implement an awareness campaign about load restraint and uncovered loads	Targeted light vehicles inspections were conducted in the vicinity of the Mugga Lane rubbish tip where 372 vehicles were inspected, resulting in six warning notices and 48 defect notices being issued. Six infringements were issued for having an unsecure or uncovered load and 11 for unregistered trailers. A media event will be held in 2017 with ACT Policing to raise awareness of this issue.	Access Canberra
Governance Arrangements and Data			
35	Promote requirement to report crashes	Couch Creative has been engaged to develop a social media campaign promoting the requirement to report crashes. This includes the development of a new crash reporting flyer. The campaign will have a strong focus on cyclists and motorcyclists as there is evidence which shows a significant level of under-reporting among these road user groups.	JACS

Number	Action Item	Update	Lead agency																														
36	Hold an annual community road safety grants program	<p>Complete and ongoing. \$251,955 was allocated in grants for 2016-17 across nine projects/initiatives as part of the ACT Government's road safety grants program.</p> <table border="1"> <thead> <tr> <th>Organisation</th> <th>Project Name</th> <th>Funded Amount</th> </tr> </thead> <tbody> <tr> <td>Cyclabilities</td> <td>Cyclabilities</td> <td>\$60,000</td> </tr> <tr> <td>Chapman Primary Parent & Citizens Association</td> <td>Junior School Road Safety</td> <td>\$15,000</td> </tr> <tr> <td>TCCS</td> <td>Events Traffic Control Training Program</td> <td>\$16,445</td> </tr> <tr> <td>Council on the Ageing</td> <td>Street Smart Seniors</td> <td>\$46,300 per year over two years</td> </tr> <tr> <td>Eurobodalla Shire Council</td> <td>Kings Highway Road Safety Campaign</td> <td>\$12,210</td> </tr> <tr> <td>TCCS</td> <td>Chevron Marking Pilot Project</td> <td>\$40,000</td> </tr> <tr> <td>Motorcycle Riders Association ACT</td> <td>Joe Rider</td> <td>\$10,000</td> </tr> <tr> <td>TCCS</td> <td>Speed Detection Signs in Residential Areas</td> <td>\$40,000</td> </tr> <tr> <td>ACT Policing</td> <td>Vehicle Road Safety Messaging</td> <td>\$12,000</td> </tr> </tbody> </table>	Organisation	Project Name	Funded Amount	Cyclabilities	Cyclabilities	\$60,000	Chapman Primary Parent & Citizens Association	Junior School Road Safety	\$15,000	TCCS	Events Traffic Control Training Program	\$16,445	Council on the Ageing	Street Smart Seniors	\$46,300 per year over two years	Eurobodalla Shire Council	Kings Highway Road Safety Campaign	\$12,210	TCCS	Chevron Marking Pilot Project	\$40,000	Motorcycle Riders Association ACT	Joe Rider	\$10,000	TCCS	Speed Detection Signs in Residential Areas	\$40,000	ACT Policing	Vehicle Road Safety Messaging	\$12,000	JACS
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37	Hold an annual ACT Road Safety Forum	The 2016 ACT Road Safety Forum was held on 13 July 2016 with a focus on drug driving.	JACS																														
38	Table annual reports in the ACT Legislative Assembly	Complete and ongoing. This ACT Road Safety Report Card has been developed to meet the requirements of this action item.	JACS																														
Corporate Responsibility																																	
39	Develop and pilot a workplace road safety course	Planned to commence in 2020.	JACS																														

APPENDIX B – RECOMMENDATIONS FROM THE INQUIRY INTO VULNERABLE ROAD USERS

In 2013, the Legislative Assembly passed a motion by Mr Shane Rattenbury MLA that the issue of vulnerable road users be referred to the Standing Committee on Planning, Environment and Territory and Municipal Services for inquiry and report. In June 2014, Mr Mick Gentleman MLA presented the Standing Committee’s report to the Legislative Assembly. The Standing Committee made 28 recommendations aimed at improving road safety for vulnerable road users and addressing specific issues raised during the course of the inquiry.

The table below outlines the status of each of the recommendations.

Implementation Status	Complete/ Implemented ongoing	To be progressed	Commenced and progressing	Well advanced	Noted recommendation
Number	Recommendation	Update			Lead agency
1	The Committee recommends that the ACT Government conduct a review of road rules at intersections and assess changes that could be made to existing road rules that would mitigate risks to vulnerable road users.	Planned to commence in 2020.			JACS
2	The Committee recommends that the ACT Government review the current cycling education programs available in schools and that consideration is given to compulsory cycling training in all ACT primary schools.	An ACT Road Safety Education Strategy is being developed which will include consideration of additional cycling programs at primary schools.			JACS
3	The Committee recommends that the ACT Government closely monitor the traffic conditions at the intersection of Athllon Drive and Beasley Street and provide a report to the Assembly by the end of 2014.	Complete. A 60km/h variable speed limit has been introduced on Athllon Drive between 3:00-3:30pm. An evaluation has been completed and the report was tabled in the Legislative Assembly in February 2015 showing that speed has reduced in the area.			TCCS
4	The Committee recommends that the ACT Government introduce awareness programs for cyclists and pedestrians that includes information about off road and shared paths with a particular focus on their responsibilities to share these facilities safely with other users.	The Same Rights, Same Rules road safety awareness campaign was launched in January 2015. This campaign promotes the rights and responsibilities of road users, with a particular focus on cyclists and motorists. Additional campaigns will be developed. A Code of Conduct for cyclists was also developed to promote cyclist awareness of, and consideration for, other road users. The Code of Conduct is part of a brochure with messages aimed at all road users about sharing the road. The brochure was distributed via registration renewals, as well as being available in local cafes, restaurants and bike shops.			JACS

Number	Recommendation	Update	Lead agency
5	The Committee recommends that the ACT Government conduct a review and safety audit of shared paths and undertake modifications to reduce potential risks to users of those shared paths.	<p>A new working draft of the Active Travel Design Standards has been completed. It is anticipated to complete its planned two year phase-in process at the end of 2017. TCCS will work with EPSD to incorporate relevant changes to the Estate Development Code (EDC).</p> <p>The Design Standards incorporate a number of new design parameters and approaches to address safety issues, this includes but is not limited to:</p> <ul style="list-style-type: none"> • improved behavioural signage; • improved planning and design of dedicated separated facilities; • identification of planned multi-user facility locations within the existing network; and • improved design for shared-user facilities. 	TCCS
6	The Committee recommends that the ACT Government conduct an audit of all pedestrian crossings to assess the safety and suitability of the crossing for the location. It is recommended that, in areas of high pedestrian and cycling activity, consideration should be given to installing shared crossings such as the example in De Burgh Street, Lyneham.	<p>As part of updating the Active Travel Design Standards, changes have been made to crossing designs to reflect the current trial of cyclists being allowed to ride across pedestrian crossings.</p> <p>It is proposed the new arrangements will supersede the existing De Burgh St crossing and be applicable to all crossings in the future.</p> <p>TCCS will continue to undertake audits of pedestrian crossings as appropriate and taking into account other road safety priorities.</p>	TCCS
7	The Committee recommends that the requirement for cyclists to dismount at pedestrian crossings be amended to enable cyclists to remain on their bikes, but that they must slow to a walking pace prior to entering and when on the crossing.	Complete. A two year trial to allow cyclists to ride across pedestrian crossings commenced on 1 November 2015. A comprehensive education and awareness campaign was developed to support the trial.	JACS
8	The Committee recommends that the ACT Government Review the current requirements that motorcycle riders must fulfil to obtain their learner and provisional licences and evaluate their effectiveness to provide novice riders with adequate skills and training.	To be considered as part of the motorcycle graduated licensing review which is planned to commence in 2019.	JACS
9	The Committee recommends that the ACT Government provide ongoing funding to the MRA ACT to subsidise the Mature Aged Skills Transfer course delivered by Stay Upright.	Complete. A four year funding arrangement has been implemented which provides funding of \$5,000 per annum to support the continuation of the M.A.S.T.E.R.S course.	JACS

Number	Recommendation	Update	Lead agency
10	The Committee recommends that a vulnerable road user brochure be provided to all road users when registration renewals are mailed out. The brochure should include a profile of vulnerable road users and the safety issues that drivers need to be aware of.	As noted in response to recommendation 4, a cyclist code of conduct was developed and incorporated into a brochure that included information about sharing the road for motorists and cyclists. The brochure was distributed via registration renewal notices and made available online and via restaurants, cafes and bike shops in the ACT.	JACS
11	The Committee recommends that the ACT Government establish a consultative group to develop a cyclists' code of conduct document based on the principles outlined in the Victorian document Share roads and paths.	Complete. The Code of Conduct discussed above was launched to coincide with the commencement of the trial of the minimum overtaking rule and to allow cyclists to ride across pedestrian crossings on 1 November 2015.	JACS
12	The Committee recommends that an external audit be conducted on the TAMS (now TCCS) Crash Database to evaluate its operation and functionality to ensure it is meeting the needs of all agencies that access its information.	Improvements have been made to the accessibility of data with cycling crash data now being published on the Government's open data website. The annual ACT Road Crash Report was published recently and includes additional data showing the representation of age groups in crashes relative to the number of licence holders in each age group.	JACS and TCCS
13	The Committee recommends that the ACT Government commission a research study to analyse the accuracy of accident data collected.	This recommendation was noted on the basis that a previous audit of the TCCS crash database was undertaken in 2012. All of the recommendations of that audit have been addressed.	JACS and TCCS
14	The Committee recommends that the ACT Government conduct an awareness raising campaign to advise the ACT community of their obligations to report all accidents, including single and multiple vehicle accidents. The awareness raising campaign should include providing information when registration renewals are sent out.	Couch Creative has been engaged to develop a social media campaign promoting the requirement to report crashes. This includes the development of a new crash reporting flyer. This campaign will have a strong focus on cyclists and motorcyclists as there is evidence which shows a significant level of under-reporting among these road user groups.	JACS
15	The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one metre in speed zones 60km/h and below.	Complete. A two year trial to mandate a minimum lateral overtaking distance commenced on 1 November 2015. During the trial, motorists are required to provide a one metre distance when overtaking cyclists in speed zones 60km/h or below.	JACS
16	The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one and a half metres in speed zones above 60km/h.	Complete. A two year trial to mandate a minimum lateral overtaking distance commenced on 1 November 2015. During the trial, motorists are required to provide a one and a half metre distance when overtaking cyclists in speed zones 60km/h or above.	JACS

Number	Recommendation	Update	Lead agency
17	The Committee recommends that when implementing the minimum overtaking distance, the Government develop a comprehensive community awareness and education strategy to inform all road users of the minimum overtaking distance requirements.	Complete. An education campaign commenced in mid-October 2015 and included television, radio, print, digital and social media materials. Advertising on ACTION Buses has also been used.	JACS
18	The Committee recommends that the theoretical component of the drivers licence test be amended to place greater focus on the examination of the road rules and associated issues as they relate to vulnerable road users.	Complete. 22 new questions were added to the Road Ready knowledge test in August 2016 as part of a new section of the test relating to vulnerable road users. This new section of the test requires 100% correct answers in order to pass.	JACS
19	The Committee recommends that the ACT Government review the 22 driver competencies that must be fulfilled to pass the practical component of the drivers licence test and consider the addition of a competency relating to vulnerable road users.	Complete. A new driver competency relating to vulnerable road users was introduced in August 2016. The change means that a learner driver applying for a provisional licence is now required to demonstrate good observation skills, recognition and risk management and display appropriate and calm decision making to mitigate and avoid risk and harm to any vulnerable road users.	JACS
20	The Committee recommends that the ACT Government undertake a review of attitudinal components of driver licence testing including current Australian driving tests, scientific literature and international experiences with a view to possible inclusion into ACT driving tests if appropriate.	Complete. Attitudinal components of driver licence testing were reviewed by CARRS-Q. The review found that the Road Ready course is mostly consistent with best practice approach to road safety education.	JACS
21	The Committee recommends that the ACT Government examine the introduction of a strict liability scheme in the ACT. This examination should assess the impact of the scheme and include an analysis of alternative approaches, such as cascading rebuttable presumption.	JACS is currently reviewing schemes in operation in other jurisdictions.	JACS
22	The Committee recommends that the ACT Government present the outcomes of the above recommendation to the Legislative Assembly by March 2015.	The Government Response to the Assembly inquiry noted that a longer timeframe may be required to complete this work.	JACS
23	The Committee recommends that the ACT Government consider implementing a trial of lower speed limits in school zones and, residential areas with high level of pedestrian and cycling activity in close proximity to shared paths.	Complete. 30km/h speed limits were implemented at two primary schools as part of the Government's Active Streets Pilot. On Bunda Street, a 20km/h speed limit now applies to a section of this road which is operating as a shared zone. 40km/h speed limits have been introduced at all group centres.	TCCS

Number	Recommendation	Update	Lead agency
24	The Committee recommends that the ACT Government conduct a review of the speed limit hierarchy across all roads in the ACT.	This recommendation was noted with advice that TCCS will continue to apply speed limits in line with national standards and guidelines, and will conduct reviews of speed limits in the ACT as required.	TCCS
25	The Committee recommends that the Minister for TAMS (now TCCS) conduct an evaluation of the trial announced in April 2014 to provide defined separation between cyclists and other traffic. The results of the evaluation should be provided to the Legislative Assembly within three months of completion.	Complete. An evaluation of the measures was presented to the Legislative Assembly in September 2016.	TCCS
26	The Committee recommends that the ACT Government conduct a trial of motorcycle lane filtering and forward-stop boxes in Civic by March 2015. The trial should be independently monitored and evaluated and the results of the trial should be publicly available.	Complete. A two year trial of motorcycle lane filtering commenced from 1 February 2015 covering the whole of the ACT. An evaluation plan was developed with baseline data collected. A project plan for the evaluation of the trial is currently being developed.	JACS
27	The Committee recommends that the ACT Government conduct a targeted education campaign to promote the safety benefits of wearing motorcycle protective clothing.	Complete. The ACT Government previously participated in the development of The Good Gear Guide which was commissioned by the Department of Infrastructure and Regional Development (Commonwealth) and funded by the former National Road Safety Council. The Good Gear Guide was available from Access Canberra Shopfronts and is still available online. The benefits of protective clothing will continue to be promoted by JACS and ACT Policing.	JACS
28	The Committee recommends that the ACT Road Rules be amended in such a way that motorised mobility scooters are recognised as a separate category.	Standards Australia has consulted publicly in relation to a draft technical specification for requirements for designation of powered wheelchairs for public transport and/or road related areas use (including mobility scooters). The report is complete and Austroads is currently seeking approval for publication.	JACS

APPENDIX C – RECOMMENDATIONS FROM ACT AUDITOR-GENERAL'S AUDIT REPORT ON SPEED CAMERAS IN THE ACT

ACT Auditor-General, Dr Maxine Cooper, presented a performance audit report on speed cameras in the ACT in March 2014. The objective of this performance audit was to provide an independent opinion to the Legislative Assembly on whether:

- > there are the right number of speed cameras in the right places;
- > speed cameras are effective in reducing speed; and
- > speed cameras are reliable.

The Auditor-General made 16 recommendations to address the audit findings. The following is an update on the progress made in addressing these recommendations.

Implementation Status	Complete/ Implemented ongoing	To be progressed	Commenced and progressing	Well advanced	Noted recommendation
Number	Recommendation	Update			Lead agency
1	<p>The ACT Government should develop and implement a speed camera strategy that:</p> <p>a) includes a goal and measurable objectives for achieving a reduction in road trauma on ACT roads through the use of speed cameras and related speed management actions;</p> <p>b) takes a long-term perspective (to 2020 or beyond) and addresses speeding and speed related crashes across the whole of the ACT road network;</p> <p>c) establishes, using leading practice from elsewhere, options for the development and integration of speed camera systems that will collectively achieve the targeted reductions in road trauma; and</p> <p>d) includes a sensitivity analysis, to support future budget proposals, which shows how varying levels of investment and the phasing of implementation will affect short, medium and long-term road safety.</p>	<p>Complete. The ACT Road Safety Camera Strategy, released in May 2015, underpins a highly strategic and evidence based approach to the use of road safety cameras in the ACT – to support improved road safety outcomes for the community.</p> <p>The Camera Strategy introduces several key policy changes, such as allowing mobile camera use on any ACT road which meets operational and safety criteria, and increasing the number of hours of mobile camera operations. It also provides for the use of fixed mid-block cameras only at locations with a known crash history or considered to be a high risk, given that these types of cameras only have a limited, localised effect.</p> <p>The Camera Strategy identifies a number of action items with performance indicators and targets for achieving the goals of the strategy.</p> <p>Expanding the capability of the camera program will, in future, be aligned with evaluations of the program. This will allow for decisions to be made based on recent data and other evidence confirming that additional capability is needed to improve compliance with speed limits and, as a result, reduce fatal and serious injury crashes.</p>			JACS

Number	Recommendation	Update	Lead agency
2	<p>The ACT Government should develop and implement a mobile speed camera plan which:</p> <p>a) specifies the extent of the ACT road network where mobile speed cameras may operate, and the time by which this is to occur; and</p> <p>b) identifies the effect of different levels of operational intensity (i.e. the number of vans and shifts, and siting priorities), and mode of operation (i.e. overt, covert) on road safety goals as coverage of the road network is expanded.</p>	<p>Complete. A Mobile Camera Deployment Strategy was published in May 2015. In August 2015, regulation changes commenced to support mobile cameras being used on any road in the ACT, including school zones and road work zones, as outlined in the Camera Strategy.</p>	JACS
3	<p>The ACT Government should review the purpose and siting of its existing thirteen mid-block speed cameras to determine if they need to be removed, relocated or expanded.</p>	<p>The Martin Small Review (published on 3 June 2016) involved the development of improved siting criteria for the placement of fixed road safety cameras in the ACT and a review of the existing camera locations and identification of high priority locations for future placement of cameras.</p> <p>The review identified all of the existing fixed mid-block cameras as being appropriately placed on the network and located on roads which ranked highly in terms of the number of weighted crashes per kilometre of road.</p> <p>The report includes a list of high priority locations for future placement of mid-block and red-light cameras. These were identified using the improved site selection criteria. The report provides a brief suitability assessment of the top 10 locations for a road safety camera treatment. Some of the identified locations already have a camera or have a camera at a nearby location and all locations would need to be subject to an assessment of the site's engineering feasibility.</p>	JACS

Number	Recommendation	Update	Lead agency
4	<p>The ACT Government, for its two existing point-to-point speed camera installations, should:</p> <p>review and state the purpose of the system;</p> <p>develop and implement an evaluation plan to assess their effectiveness in reducing speeding and road trauma; and</p> <p>determine their value for money compared with other speed management treatments to inform future decisions.</p>	<p>Complete. The Martin Small Review included the development of improved siting criteria for the point to point cameras in the ACT and a review of the existing camera locations. The review found that the Athllon Drive location is not suitable for point to point cameras due to the roundabouts and other intersections along that section of road. The cameras at this location have since been decommissioned and a feasibility study is being undertaken to examine the practicalities of relocating the Athllon Drive cameras to an alternate location. The feasibility study is looking at Tuggeranong Parkway, Parkes Way and the new Majura Parkway as these roads all have the characteristics of a point to point camera site. The study is expected to be finalised in early 2017. The Camera Strategy reviewed and stated the purpose of these cameras and the issue of 'value for money' for these installations compared with speed management treatments was taken into account in the enhanced siting criteria.</p>	JACS
5	<p>The ACT Government should develop and implement a 'relatively large, network-representative, speed monitoring system' in order to determine changes in the extent of speeding on ACT roads.</p>	<p>Complete. To support future evaluation of the cameras, speed and traffic volume surveys are being conducted at all new sites before mobile camera operations are commenced. This is being complemented by TCCS's traffic surveys. Surveys will continue to be undertaken at all camera sites on an ongoing basis to support speed monitoring across the network.</p>	JACS
6	<p>The ACT Government should develop and implement an ACT speed camera evaluation and data collection plan.</p>	<p>The Camera Strategy outlines how the Government will improve, measure and monitor the effectiveness of the cameras to inform future decisions about their use. It also commits to undertaking an evaluation of the whole program every three years.</p>	JACS
7	<p>The ACT Government should routinely publish information on the effectiveness of all its speed camera systems according to the stated purpose of each system.</p>	<p>Complete. The ACT Road Safety Camera Program website was launched in September 2016. This site aims to better engage the community in the ACT road safety camera program by inviting participation, input and feedback on the use of the ACT's road safety cameras. The website includes statistical information about infringements issued at each of the camera locations and has a facility for the public to submit suggestions for additional mobile camera sites in the ACT.</p>	JACS
8	<p>The Justice and Community Safety Directorate should document its procedures, and maintain comprehensive records, for its administration of requests for the disclosure of camera images.</p>	<p>Complete. Requests for images from ACT Policing are submitted on an approved form which requires the requesting officer to declare under which legislation the release of images is necessary.</p>	Access Canberra

Number	Recommendation	Update	Lead agency
9	The Justice and Community Safety Directorate should align its speed camera maintenance practices, internal standard operating procedures and contractual requirements.	The Traffic Camera Office has modified internal procedures to align with standard operating procedures and contractual requirements.	Access Canberra
10	The ACT Government should develop and implement a speed camera maintenance and replacement strategy (This could be part of the speed camera strategy which is the subject of Recommendation 1).	Access Canberra is exploring options for progressing this action item within existing budgets.	Access Canberra
11	The Justice and Community Safety Directorate should develop and maintain a master inventory of speed camera devices and use this to verify the key content of new certification against primary and / or secondary sources.	The Traffic Camera Office is tendering for a Camera Management System. It is envisaged that this system will include functionality to allow verification of key certification content.	Access Canberra
12	The Justice and Community Safety Directorate should undertake and document audits of approved mobile speed camera operators in accordance with its internal standard operating procedures.	Complete and ongoing. The Traffic Camera Office are completing and documenting audits on a regular basis. The most recent operator audits were completed in December 2016.	Access Canberra
13	The Justice and Community Safety Directorate should strategically plan its mobile speed camera operations by fully applying the principles in the mobile camera unit site selection criteria guide and as set out on its speed camera web-pages.	<p>Complete. The use of mobile cameras at any location is subject to the site satisfying a range of technical and health and safety criteria. To meet the criteria for mobile camera enforcement, the site must:</p> <ul style="list-style-type: none"> be at least 200 metres from a change of speed limit (this criterion does not apply if the site is a school zone); be clear of merging lanes, changes of road alignment and/or road width, and any other changes to traffic conditions on either side of the proposed location; and not cause any obstruction, line-of-sight issues or interruption to traffic flow on either side of the proposed location. <p>An automated mobile camera deployment system is being used to ensure the cameras are deployed in accordance with the ACT Mobile Camera Deployment Strategy.</p>	JACS

Number	Recommendation	Update	Lead agency
14	The Justice and Community Safety Directorate should improve its recording of adjudication information so that this can be used to target improvements for reducing the infringement rejection rate.	The 2016-17 budget provided funding for a new back office adjudication system. It is expected that this system will provide greater image enhancement and numberplate recognition capabilities that will improve efficiencies in adjudicating offence images and reduce the infringement rejection rate.	Access Canberra
15	<p>The Justice and Community Safety Directorate, in its administration of infringements in the rego.act system, should:</p> <ul style="list-style-type: none"> • update its internal standard operating procedures; • align practice with procedure; and • maintain comprehensive records for all manual interventions. 	Complete and ongoing. Improved training and practices have been implemented and where Traffic Camera Office team members are required to undertake a manual intervention, associated documentation must be retained.	Access Canberra
16	The Justice and Community Safety Directorate should monitor the transparency, consistency and fairness of the administration of Camera Infringement Notices in the rego.act system by conducting qualitative and / or quantitative reviews.	Complete and ongoing. The Traffic Camera Office team members are provided on-going support in the processing of infringement notice interventions to ensure consistency in the application of decision making. Traffic Camera Office managers complete ad-hoc reviews of individual decisions to monitor transparency, consistency and fairness of the administration of Camera Infringement Notices.	Access Canberra

APPENDIX D - ACT ROAD SAFETY CAMERA STRATEGY

The ACT Road Safety Camera Strategy, released in May 2015, sets clear objectives for each of the camera types used in the ACT's road safety camera program. It also outlines how the Government will improve, measure and monitor the effectiveness of the cameras to inform future decisions about their use. The Camera Strategy provides a list of items to be progressed to meet the objectives of the Strategy. The below table provides an implementation status update on the action items of the Camera Strategy.

Implementation Status	Complete/ Implemented ongoing	To be progressed	Commenced and progressing	Well advanced	Noted recommendation
Number	Action Item	Update			Lead agency
1	Publish information on the purpose, performance and effectiveness of speed camera systems.	The ACT Road Safety Camera Program website was launched on 6 September 2016. The website aims to better engage the community in the ACT road safety camera program by inviting participation, input and feedback on the use of the ACT's speed cameras. A key feature of the website is enhanced information on the purpose, performance and effectiveness of the camera program, including statistical information about infringements issued at each of the camera locations.			JACS
2	Better engage the community by inviting participation, input and feedback on the use of the ACT's road safety cameras	The public can use the ACT Road Safety Camera Program website to submit suggestions for additional mobile camera sites in the ACT and provide feedback on particular mobile camera sites. A road safety email address has been established to provide additional lines of communication for the public.			JACS
3	Allow for mobile cameras to be used on any road in the ACT	Regulation changes commenced in August 2015, to support mobile cameras being used on any road in the ACT provided that the location complies with the technical and health and safety criteria.			JACS
4	Implement a mobile camera operational plan, which includes improved alignment with police enforcement	<p>The Mobile Camera Deployment Strategy, released in May 2015, provides the framework for improved operation and strategic deployment of the mobile cameras.</p> <p>In accordance with the deployment strategy, mobile cameras are deployed to roads across the ACT based on three deployment principles: to target roads with a history of crashes and speeding; to use mobile cameras to complement and support police enforcement; and to randomly select roads, in support of the "anywhere, anytime" approach. The split of operations across the three deployment principles is a third each.</p> <p>The Mobile Camera Deployment Strategy also provides that mobile cameras can be used in school zones and road works and includes better targeting of the mobile cameras by using them at locations and times of day when crash rates are higher.</p>			JACS, CMTEDD and ACT Policing
5	Develop methodology for identifying high risk and high crash locations for possible future deployment of fixed speed cameras	The review by Martin Small Consulting included the development of improved siting criteria for the mid-block cameras and identified high priority locations for future placement of these cameras.			JACS and ACT Policing

Number	Action Item	Update	Lead agency
6	Review and, if appropriate, amend criteria for red-light camera treatment versus alternative safety treatments at intersections	The review by Martin Small Consulting included the development of improved siting criteria for all fixed cameras including the red-light cameras. A policy addendum to the ACT Road Safety Camera Strategy was published as an outcome of this work to highlight the policy changes arising from that review.	JACS, TCCS and ACT Policing
7	Revise the criteria for siting of point to point cameras	The review by Martin Small Consulting included the development of improved siting criteria for all fixed cameras including the point to point cameras. A policy addendum to the ACT Road Safety Camera Strategy was published as an outcome of this work to highlight the policy changes arising from that review.	JACS and ACT Policing
8	Review the locations of the existing point to point camera sites, and consider potential for relocation of cameras to locations where they would contribute more effectively to improved road safety outcomes	The review by Martin Small Consulting, confirmed the Hindmarsh Drive point to point camera site as being suitable for point to point cameras, pending future evaluation, but the suitability of the Athllon Drive site was questioned because it is interrupted by two roundabouts. ARRB Group was engaged in September 2016 to undertake a feasibility study into the relocation of the Athllon Drive point to point cameras. A draft report was provided to JACS in December 2016 and the study is currently being finalised.	JACS and ACT Policing
9	Strengthen data gathering and analysis	Complete and ongoing. Speed and traffic volume surveys are being conducted at all new mobile camera sites before mobile operations commence. This is to gather important data for camera placement and for future evaluation of the ACT road safety camera program. This program is complemented by speed and volume surveys by TCCS and data collection and reporting by Access Canberra using data from the cameras themselves and from the rego.act computer system.	JACS
10	Undertake three-yearly evaluations of the whole road safety camera program	The next evaluation is planned to commence in 2017.	JACS

