



ACT
Government

ACT Road Safety Action Plan 2024–25



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Minister's Foreword

The ACT Government has been systematically undertaking legislative, policy and other changes that will help prevent road trauma and avoid its devastating impacts on the community.

The ACT Government's Road Safety Legislation Amendment Act 2022 is now in force and empowering ACT Policing to immediately remove dangerous drivers and repeat offenders from the Territory's roads in the interests of public safety.

This Road Safety Action Plan 2024-25 (Action Plan) continues to implement the strategic goals of the ACT Road Safety Strategy 2020-25 and builds on the ACT Road Safety Action Plan 2020-23 to guide our actions over the next two years.

The Action Plan will strengthen the focus on vulnerable road users, dangerous behaviour, compliance, education and building a shared responsibility for road safety amongst the community.

Through our Safe Systems approach and the implementation of the Movement and Place principles we will also enhance our ongoing work of delivering safer road infrastructure for all road users.

Under five Focus Areas and supporting actions, this Action Plan sets clear expectations and directions for the ACT Government to work strategically across all directorates making sure that we are doing everything possible to reduce road trauma and achieve Vision Zero.

Road Safety is everyone's responsibility.

Chris Steel MLA

Minister for Transport and City Services

The ACT Government is committed to Vision Zero acknowledging that road deaths and serious injuries are preventable and no death or injury on our roads is acceptable.

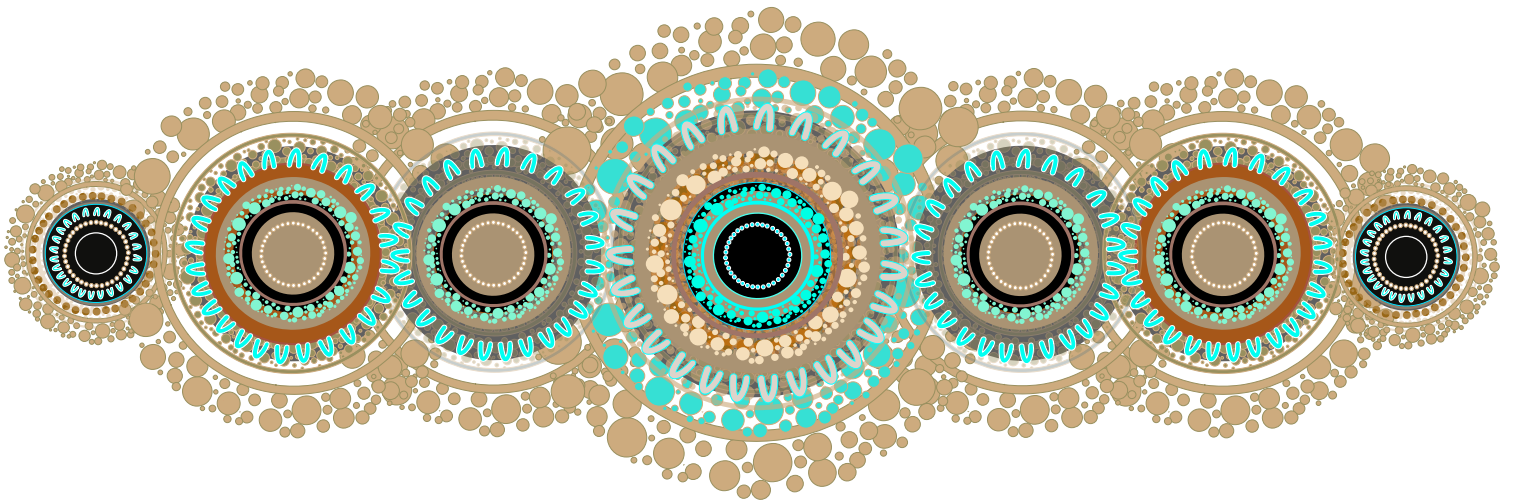
Over the last ten years our ongoing road safety measures and a strategic approach have supported a downward trend of road deaths in the ACT, even while the population increased significantly from 385,000 in 2013 to 460,000 in 2022.

However, in 2022, 18 people lost their lives on our roads, marking the highest fatality rate since 2010. Nationally, we have seen a similar trend of increasing road deaths in seven out of eight States and Territories. With 3.9 fatalities per 100,000 population, the ACT has a lower fatality rate than most other jurisdictions and the National average of 4.6 fatalities per 100,000 population, but these numbers are still unacceptable.

Dangerous driving was a significant contributor to the increased road toll in the ACT in 2022. Too many people are choosing to do the wrong thing putting their safety and the safety of others at risk. Antisocial behaviours such as distracted driving, speeding, and impaired driving continue to cause serious injuries and fatalities on the ACT roads.

Acknowledgment of Country

We wish to acknowledge the Ngunnawal people as traditional custodians of the land and recognise any other people or families with connection to the lands of the ACT and region. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.



You may leave your footprints here” by Ngunnawal, Wiradjuri, Kamilaroi and Barkindji artists Lynnice Church and Leilani Keen-Church.



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The Action Plan has been designed in collaboration with the Road Safety Task Force and in consultation with the Road Safety Advisory Board and across ACT Government Directorates.

Road Safety Principles

Vision Zero

Vision Zero is the globally adopted road safety principle that no one should be killed or seriously injured using our road transport system. Australian Governments have committed to an ambitious vision of zero deaths and serious injuries by 2050 (Vision Zero). The ACT Government acknowledges that Vision Zero is a goal that requires governments to lead reforms and innovations in infrastructure, regulatory frameworks and awareness activities and engage the whole community in creating a safe and respectful road transport culture for all road users.

Safe System

Road transport is a complex system consisting of road users, vehicles, road infrastructure and the way they interact. The Safe System approach recognises that all the elements of the road transport system work together to create a safe system aiming to prevent crashes or make them more survivable and limit the severity of the injuries.

The Safe System approach also acknowledges a shared responsibility of all contributors to the elements in the transport system. This includes not only people who plan, design and build roads or vehicles, but also transport managers, legislators, commercial transport operators, police, employers, and individual road users.

Movement and Place

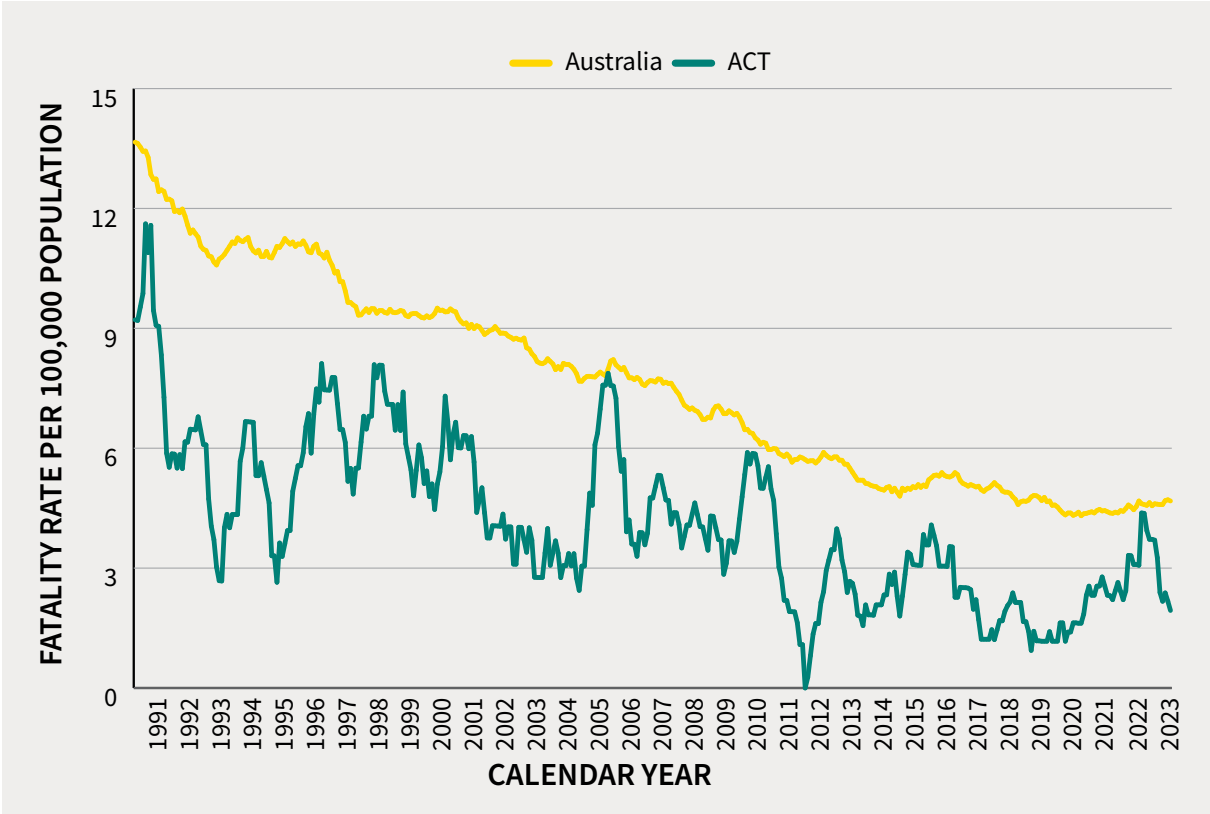
The Movement and Place principle balances the dual function of streets, which is moving people and goods and enhancing the public spaces they connect and pass through.

The Movement and Place approach informs 'self-explaining' road design taking speed management into consideration and addresses road trauma by design. It is therefore a key element in the Safe System approach and crucial in the management of speed.

The ACT Government is committed to Vision Zero, Safe Systems and Movement and Place and is working on implementing these principles in the design and management of roads and places.



Figure 1: Fatality rate per 100,000 population



A Strategic Approach to Road Safety

National Road Safety Strategy and Action Plan

The [National Road Safety Strategy 2021-30](#) (the National Strategy) was agreed to by the Australian Government and all state and territory governments in 2021. It sets the agenda for coordinated and planned government action to improve road safety this decade. The National Strategy commits to reducing road-related fatalities by 50% and serious injuries by 30% by 2030.

The National Strategy is supported by a [National Road Safety Action Plan 2023-25](#) (the National Action Plan), prioritising national actions to reduce deaths and serious injuries, and setting in place comprehensive performance monitoring including primary outcome indicators and safety performance indicators that will show the progress in reduction of road trauma and effectiveness of road safety interventions.

This first National Action Plan under the National Strategy sets out the key actions all governments will undertake in pursuit of the agreed priorities identified in the National Strategy. It adopts Vision Zero and integrates Movement and Place principles in the Safe System approach. The National Action Plan also introduces a social model approach that acknowledges that long-term change is needed to foster an improved road safety culture across Australia.

In January 2023, the ACT Government endorsed the National Action Plan and committed to delivering on these actions where they apply for the ACT and supporting nationally led actions. The ACT Government will contribute to the annual reporting processes of the National Road Safety Action Plans.

ACT Road Safety Strategy 2020-25

The [ACT Road Safety Strategy 2020-25](#) (the Strategy) outlines the ACT Government's commitment to improving road safety and reducing road trauma. The Strategy aligns with the framework provided by the National Strategy and other ACT Government strategies and policies.

The ACT government has adopted the Vision Zero, Safe System and Movement and Place principles considering how all elements of the transport system work together to prevent death and serious injury.

The Strategy takes a holistic approach to road safety and acknowledges that transport solutions alone are not enough to see meaningful improvements in road safety outcomes. Policies and actions beyond the mandate of the transport sector are needed to influence a significant reduction in road trauma.

The Strategy provides a whole-of-government approach to addressing road safety in the Territory. It is based around four goals that establish the ACT Government's overarching road safety vision and sets the course for road safety related policy over the years 2020 - 2025.

Goal 1: Reduce serious and fatal crashes.

Goal 2: Build a community that shares responsibility for road safety.

Goal 3: Change road user attitudes and behaviour through education and compliance activities.

Goal 4: Strengthen collaboration across Government and with stakeholders to improve road safety in the ACT.

While led by the Transport Canberra and City Services Directorate (TCCS), improving road safety is the responsibility of multiple Government Directorates and agencies. The alignment of strategic priorities and funding across these directorates is a key focus for successfully addressing road safety issues. To achieve alignment, the Road Safety objectives are monitored by the ACT Road Safety Advisory Board, the ACT Road Safety Task Force, and the ACT Road Safety Camera Management Group.

ACT Road Safety Action Plan 2020-23

The first ACT Road Safety Action Plan 2020-23 (Action Plan 2020-23) under the Strategy had as its key focus areas: distraction, drink and drug driving, vulnerable road users and speeding.

It covers a range of areas, including behavioural change, improved infrastructure, safer vehicles, compliance with regulation, and uptake of improved technology.

Working towards safer roads is an ongoing priority and requires continuous investment in road infrastructure, maintenance, street lighting and signals.

Significant work has been undertaken in the focus areas such as the introduction of Mobile Device Detection Cameras, the expansion of the e-scooter scheme to Gungahlin and Woden, upgrades and extension of the pedestrian and cycle network, the introduction of 40 km/h speed limits in Braddon, Canberra City, Tuggeranong and Kingston, and ongoing speed enforcement.

In other action areas work has progressed on improving the Graduated Licensing Scheme for learner and provisional drivers, road safety awareness campaigns, community engagement through the Road Safety Community Grant Fund and the Road Safety Advisory Board, supported by programs such as the ACT Road Safety Camera Program, Police operations and enforcement.

To ensure that penalties are proportionate, both to the risk of harm and to other offences, the ACT's ongoing Road Transport Penalties Review will continue to deliver significant penalties reform across road transport legislation. The first phase of this work, the Road Safety Legislation Amendment Bill 2022, passed in the Legislative Assembly on 7 June 2023 to address dangerous driving on ACT roads.

Progress on the Action Plan 2020-23 is reported to the ACT Legislative Assembly through the ACT Road Safety Report Card.



Mobile detection cameras.



40kmh speed zones in town centres.



Pass cyclists safely signs.



E-scooter safety.

ACT Road Safety Actions 2024-25

This Road Safety Action Plan 2024-25 (Action Plan) builds on the achievements of the Action Plan 2020-23 and seeks to respond to emerging road safety challenges and align with the objectives of the Strategy, the National Strategy and National Action Plan.

Road transport, including road safety, is a complex system with various interacting components and dynamics. Every day many ACT Government directorates are delivering ongoing work supporting and improving components of the road safety system. We are continuously looking for ways to improve how we work together to achieve an integrated whole of government approach and deliver road safety objectives and outcomes.

For this Action Plan we have identified five specific Focus Areas to respond to both the Strategy goals and current road safety challenges in the ACT. A set of specific actions that we plan to deliver in 2024-25 are detailed under each of the five Focus Areas.

Many ACT Government ongoing work programs are road safety related and support our road safety approach on the pathway to Vision Zero. These activities are listed as Supporting Actions.

The ACT Government will also continue to deliver on actions under the Zero Emission Vehicle Strategy 2022-30 including reducing the health impacts of vehicle emissions which include disease and death.

In 2024-25 we will deliver actions under following Focus Areas:

Distracted and Dangerous Driving



Impaired Driving



Vulnerable Road Users



Safe Roads and Infrastructure



Education, Awareness, Engagement and Compliance



Focus Areas

Focus Area 1: Distracted and Dangerous Driving

The ACT Government has been focusing on enforcement and awareness campaign about the dangers of speeding and other dangerous driving behaviour. However, there are still too many road users who do not use the roads in a responsible way and put others at unacceptable risk.

Speeding is a major factor in crashes that cause serious injury and death on our roads. Numerous studies have shown that even 'low level' speeding contributes to a significant percentage of road casualties and fatalities. Even going 65 km/h in a 60 km/h zone doubles the risk of a crash.

Dangerous driving puts the safety of all road users at risk and includes illegal behaviours such as burnouts, street races and failing to obey road rules and signs.

Driver distraction is any action that takes a driver's attention away from the road or impacts their driving ability. Any kind of distraction can result in inappropriate speeds, lane deviations and a delay in reaction time. Distracted driving, particularly distraction from mobile devices, is an increasing road safety issue and a high priority for the ACT Government.

What we will do

We will work across Government to reduce dangerous and distracted driving on our roads. We will ensure that those that put their lives and the lives of other people at risk are targeted. We strive for a road safety culture that is commensurate with community expectations around addressing reckless and problematic behaviour.

We will ensure that the legislative frameworks, enforcement strategies, and policy approaches address risk-seeking and dangerous driving behaviour.

ACTIONS

1.1	Road transport penalties review	Continue to review road transport laws and penalties to ensure that offence penalties are commensurate with the road safety risk associated with the offence, and that penalties are consistent across road transport legislation.
1.2	Behavioural shift	Explore alternative best practice approaches on how the ACT Government can encourage and incentivise a safe driving culture and positive behavioural shifts.
1.3	Road safety camera strategy	The ACT Government will explore options to update and expand the ACT Road Safety Camera Strategy to provide an integrated approach to existing and future automated enforcement solutions within the ACT.
1.4	Mobile device detection cameras	Use deployed mobile device detection cameras to begin the detection of offences followed by the issuing of warning notices during a transition period and then infringement notices.
1.5	Camera functionality expansion	Expand the functions of the road safety camera network including expanding the functions of the mobile device detection cameras to detect speeding, seatbelt and unregistered vehicle offences.
1.6	Speed reduction innovation	Trial innovative speed reduction devices, including the deployment of new road and path treatments.



Focus Area 2: Impaired Driving

The ACT Government is committed to addressing and minimising harms caused by alcohol and other drugs, including illicit drugs and pharmaceuticals.

Driving while alcohol or drug impaired is one of the top contributing factors to death and serious injury on ACT Roads. Impaired driving has been a key focus area in the ACT Road Safety Action Plan 2020-23 and is included in the ACT Drug Strategy Action Plan 2022-26.

Impaired driving is a significant road safety issue as it affects judgement and decision making and is often related to other unsafe habits such as not wearing a seatbelt or speeding. Alcohol and drug use can also cause and compound the effects of driver fatigue. Fatigue is one of the leading factors contributing to road crashes and is four times more likely to contribute to impairment than drugs or alcohol.

A person who drives or rides while impaired can make dangerous decisions, increasing the chance they will harm themselves, their passengers, or other road users.

The ACT Government is committed to addressing this road safety issue and will continue to monitor approaches in other jurisdictions and internationally in determining the appropriate policy and regulatory framework.

What we will do:

We will work across Government to address drink, drug, and fatigued driving behaviours. We will deliver a comprehensive and targeted approach through regulation, education and enforcement across transport, policing, justice and health portfolios.

ACTIONS		
2.1	Review Alcohol and Drug Awareness Courses (ADAC)	Review of the Alcohol and Drug Awareness Course program and explore opportunities including more targeted direct-intervention programs.
2.2	Review drink/drug driving scheme	As part of the penalties review, assess the effectiveness of the Territory's drink and drug driving scheme and bring forward amendments to the Road Transport (Drug and Alcohol) Act 1977 to more effectively address drink and drug driving behaviour. The review will consider national guidelines, issues relating to both prescribed and illicit drugs, new research and innovations, and historical sentencing outcomes.
2.3	Targeted education campaigns	Deliver targeted education/communication approaches that: <ul style="list-style-type: none">– Improve community understanding of the dangers of impaired driving.– Increase community awareness of the ACT's new drug decriminalisation laws and their ongoing obligations under road transport law.– Grow medical professionals' and the public's awareness of driving and reporting requirements related to prescribed medicines.
2.4	Reporting of health issues impairing heavy vehicle drivers	Following the introduction of the Road Transport Legislation Amendment Act 2022 mandatory reporting by health practitioners of conditions affecting heavy vehicle drivers' fitness to drive will be implemented.
2.5	Advocate for health screening of heavy vehicle licence holders	The National Transport Commission has been charged with a review into the screening of heavy vehicle drivers for sleep apnoea, diabetes and developing cardiovascular disease. Following this review the ACT Government will continue to advocate for changes to screening requirements similar to those that already apply to train drivers.
2.6	Increase enforcement	Enhance the ACT Government's enforcement capabilities by increasing the number of Oral Fluid Analysis qualified officers and explore options to test and expand functions of mobile Random Breath Testing/Random Drug Testing platforms.

Focus Area 3: Vulnerable Road Users

Vulnerable Road Users are road users that have little or no protection in the event of a collision. This includes pedestrians, cyclists, and motorcyclists but also extends to other road users who have a specific characteristic that makes them vulnerable, for example, novice and older drivers and children.

Children are vulnerable in their early years as they are still developing perceptual skills, judgement and ability to understand or assess risk around roads and roadsides. Appropriate child restraint use is also critical in protecting infants and children in vehicles. Primary school aged children can be at risk of road trauma as vehicle occupants, pedestrians or while cycling.

The introduction of e-bikes, e-scooters and other personal mobility devices has made it easier for people to take the first steps to get out and see our beautiful city. The introduction of these new technologies requires ongoing monitoring and research on road safety outcomes. With more

people using our bike lanes, paths and roads for recreation, commuting and training we need to ensure infrastructure and speed limits are fit-for-purpose to keep all of us safe.

Motorcycling is an increasingly popular form of transport for both commuting and recreational reasons. However, due to the extra vulnerability of riders the risk of being killed or seriously injured is higher for motorcyclists in comparison to occupants of other motor vehicles. Motorcycle safety is identified as a priority action in the National Road Safety Action Plan 2023-25 and we will keep focussing on reducing the road safety risks related to motorcycling in this Action Plan.

What we will do:

We will improve the road safety of all vulnerable road users, including pedestrians, cyclists, motorcyclists and specific groups of road users such as school children, novice drivers and senior road users through strategic initiatives, targeted communication, education and increased enforcement.

ACTIONS

3.1	Consider expansion of lower speed zones	Expansion of lower speed zones will be considered in areas with high risks to vulnerable road users.
3.2	E-scooter and cyclist safety data and research	Improve data collection about active travel road user injuries and consider road safety research recommendations to explore more targeted interventions and reduce the level of vulnerable road users injuries.
3.3	Motorcycle safety	Identify opportunities to reduce road safety risks for motorcycles to improve road safety outcomes.
3.4	Senior road users	Promote safe choices among seniors and support their independence by, where appropriate, identifying and supporting the adoption of safe and practical alternatives to driving.
3.5	School zone enforcement	Improve road safety around schools through targeted traffic and parking enforcement.
3.6	School Safety Program delivery	Continue to deliver the School Safety Program and associated initiatives, including a suite of active travel and safety programs to support school communities, including the interface between school sites and the general road network.



Focus Area 4: Education, Awareness, Engagement and Compliance

All road users, including drivers, passengers, motorcyclists, cyclists and pedestrians have an important role to play to reduce everyday risky behaviour.

Each day people behave in ways that increase the risk for road crashes that may have fatal consequences. People may not always identify their behaviour as risky while they are speeding just over the limit or crossing a red light. However, such behaviour can lead to devastating outcomes and tolerating this behaviour may lead to a culture where it is normal to disobey the laws and regulations.

The ACT Government will continue to take steps to educate and engage with the community to build a shared responsibility for road safety. We will make sure that road users follow the road rules and that those who choose to break the rules and create unacceptable risks for themselves, and others are appropriately enforced and deterred.

Reforms to the ACT Graduated Licensing Scheme were introduced in 2020 to help prepare young and

inexperienced drivers in the ACT to become safer and more responsible drivers. We will continue to review and update policy and procedures to ensure the training and outcomes are aligned with best practice.

The ACT Government will continue to engage with the community and work collaboratively with ACT Government stakeholders on increasing compliance with the territory's road transport laws, improving the territory's road transport laws, and promoting compliance through targeted awareness activities.

What we will do:

We will optimise education and awareness campaigns and programs that are built on best practice, to ensure compliance and improve the road safety culture in the ACT. We will consider current licensing processes in the ACT to identify potential areas for improvement, focussing on enhancing the accessibility for disadvantaged or vulnerable youth. We will focus on encouraging safe road use by shifting mindsets around road use and fostering safer behaviour through targeted communication and innovative enforcement.

ACTIONS		
4.1	Continue operation TORIC	ACT Policing will continue the targeting of recidivist car thieves and dangerous drivers supported by the 2023-24 Budget initiative 'Well-prepared emergency services – More ACT Police' which funded 126 additional police personnel.
4.2	Dangerous driving education programs	Investigate initiatives focused on reducing reckless/dangerous driving behaviour targeted at young people.
4.3	Education and awareness campaigns	Continue targeted education and awareness campaigns, including those targeting Aboriginal and Torres Strait Islander and multicultural communities, to increase awareness of rights, responsibilities and safety perceptions for all road and path users, to promote safe behaviours and improve road safety outcomes.
4.4	New ACT drivers	Consider current ACT policies relating to the recognition of driver licencing, registration and training from domestic and international jurisdictions when relocating to the ACT.
4.5	Graduated Licencing Scheme	Monitor the ongoing delivery of the graduated licencing scheme reforms and consider program adjustments.
4.6	Promoting driver first aid	Incentivise learner drivers to complete a first aid course, providing them with basic first aid skills to help prevent the deaths of others in case they are first on scene at a road traffic accident.
4.7	Accessible driver education	Review and improve learner driver education programs and processes including to enhance accessibility for disadvantaged or vulnerable youth, including through delivery of the Learner Driver Mentor Program.
4.8	Communications and engagement strategy	Develop and implement a communications and engagement strategy concentrating on speeding, distracted, and impaired driving.

Focus Area 5: Safe Roads and Infrastructure.

The ACT Government is committed to a transport network that complements the renewal and strengthening of inner precincts and suburbs and supports the future growth of Canberra. We will continue investments to improve the safety of our road network.

The safe system approach and the implementation of Movement and Place principles in the design and delivery of our road infrastructure and public places are key components contributing to a safer network and infrastructure for all road users.

The ACT Government supports walking, cycling and micro mobility as key transport choices. To achieve this, we need to strengthen our walking and cycling network through improved delivery of safe path and road infrastructure.

Ongoing priority work will be undertaken on the design and delivery of several arterial road upgrades to address congestion and improve the overall road safety.

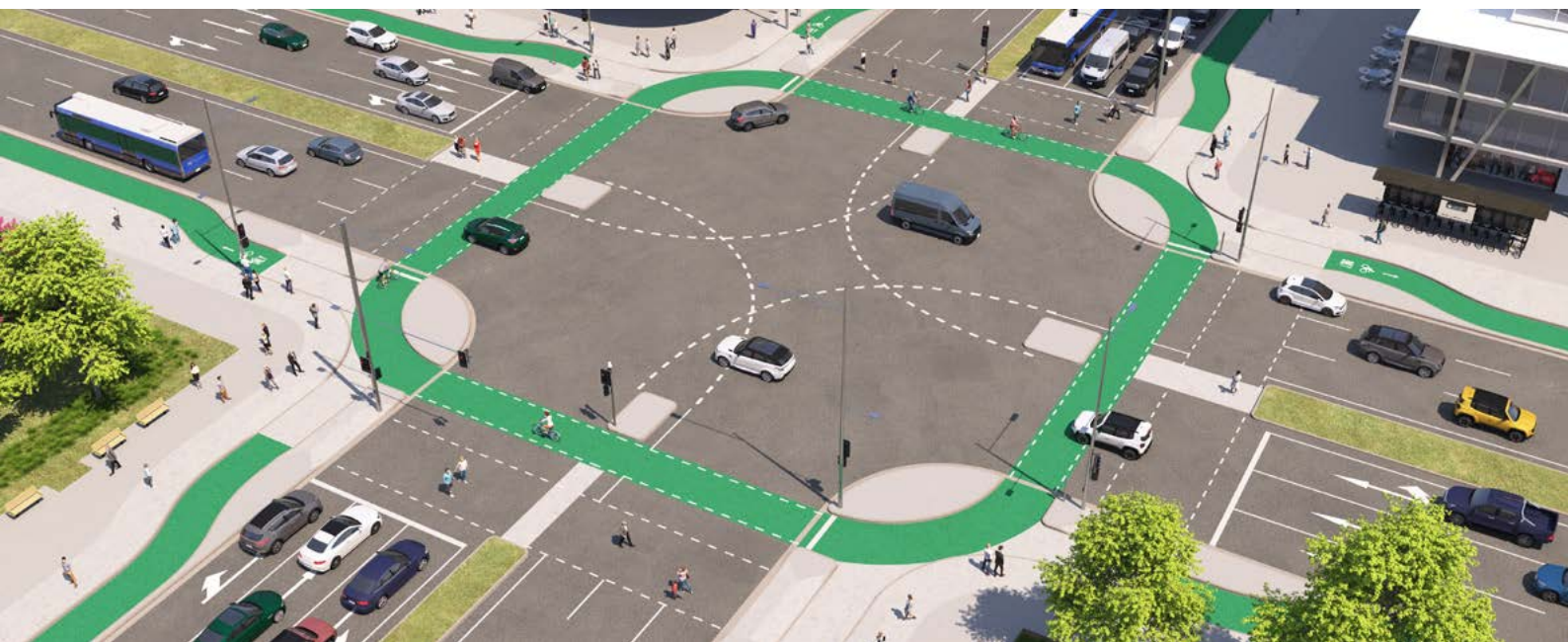
This Focus Area is prioritising key infrastructure projects to support the safe roads component of the Safe System.

What we will do:

We will create a safer road environment for all road users through safer infrastructure, including safer paths for walking and cycling. We will develop and implement new guidelines for intersection and road design, continue the Intersection Safety Program, including the Black Spot Program, and upgrade arterial roads with an enhanced focus on incorporating the Safe System approach and Movement and Place principles.

ACTIONS

5.1	Design safe active travel infrastructure	New street and intersection infrastructure will be built with consideration of the new Design Guide Best practices for urban intersections and other active travel infrastructure in the ACT. The guide will be used to complement the Municipal Infrastructure Standard to inform all new safe infrastructure and help reduce conflict between road users.
5.2	Building safe active travel infrastructure	Progressively building the identified priority missing links using protected cycleways or off-road shared or cycle path infrastructure. This includes progressive conversion of on-road cycle lanes on priority routes to safe separated cycleways including both permanent infrastructure and use of 'quick build' infrastructure.
5.3	Maintaining the path network	Using condition data to inform a new strategic asset renewal program of our community path network including shared paths and cycle paths to reduce safety hazards to pedestrians and cyclists.
5.4	Intersection Safety Program	Undertake feasibility studies, and design work for selected intersections across the ACT to improve the safety using the Safe System approach by applying the traffic management principles with clear safety focus for all road users.
5.5	Black Spot Program	Continue delivering projects on the ACT road network on locations where crashes or risk are occurring, under the Australian Government funded Black Spot Program.
5.6	Road transport upgrades	Undertake detailed design and construction work for upgrades of arterial roads to improve road safety.



Supporting Actions

ACTIONS		
S.1	Road maintenance	Ensure a safe road environment through the ongoing delivery of the strategic road infrastructure maintenance program.
S.2	Crash data	Improve crash data capturing and reporting to align with the National data collection and reporting requirements and support the Australian Government's development of a National Data Collection and Reporting Framework.
S.3	Road Safety Community Grants	Ensure continued alignment of the Road Safety Community Grants with strategic objectives of the Strategy and Focus Areas of the Action Plan.
S.4	Multi Modal Network Plan and Movement & Place Framework	Continue the development of the ACT Multi Modal Network Plan and Movement and Place Framework to enable fit for purpose future road design.
S.5	Safe system	Apply the Australian National Risk Assessment Model (ANRAM) network assessment tool and implement Safe System principles in public space and road design across Government Directorates.
S.6	Workplace safety	Collaborate across government to implement Austroads' Vehicles as a Workplace: Work Health & Safety Guide in government agencies and work with the industries to improve workplace road safety more broadly, including road work sites and vehicles as a workplace.
S.7	Encourage CLOCS-A practices	Explore options to support the industry to implement Construction Logistics and Community Safety Australia (CLOCS-A) practices or equivalent guidelines to manage risks associated with heavy vehicles and construction logistics.
S.8	Vehicle Safety	Promote the uptake of vehicle safety technologies and information, including automated emergency braking (AEB), adaptive cruise control (ACC), Intelligent speed assistance (ISA) and the Australian New Car Assessment Program (ANCAP). Consider vehicle safety and road safety risks related to electric vehicles in the renewal of the ACT Government fleet services arrangements.
S.9	New safe and clean vehicles	Engaging in the development of a National Fuel Efficiency Standard to ensure an accelerated uptake of the latest and safest vehicle technology, including cleaner vehicles.
S.10	National Heavy Vehicle Driver Competency Framework	Engage in the ongoing review and implementation of the National Heavy Vehicle Driver Competency Framework.
S.11	Heavy Vehicle National Law reforms in the ACT	Deliver Heavy Vehicle National Law reforms in the ACT promoting public safety and encouraging safe business practices.
S.12	Automated vehicles	Contribute to national regulatory reforms to support the deployment of automated vehicle technologies.

References

Government Resources

Australian Bureau of Statistics

ACT Transport Strategy 2020

ACT Road Safety Strategy 2020-25

ACT Road Safety Action Plan 2020-23

ACT Draft Active Travel Plan

ACT Zero Emission Vehicle Strategy 2022-30

National Road Safety Strategy 2021-30

National Road Safety Action Plan 2023-25

National Road Safety Strategy Fact Sheets – Vision
Zero – Safe Systems

National Road Safety Strategy Fact Sheets – Fatigue

National Road Safety Strategy Fact Sheets – Risky
Road Use

Road Trauma Australia 2022 Statistical summary

Heavy Vehicle National Law

