

ACT Road Safety Action Plan 2020-2023

Road Safety.
It's Everyone's Responsibility.



ACT
Government



Zero road deaths



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Minister's Message

The ACT has made significant improvements in road safety over the last ten years, and we must continue the journey towards Vision Zero – that is, no deaths or serious injuries in our road transport system. No death or injury on our roads is acceptable.

This Action Plan covers the period to the end of 2023 and includes a range of measures aimed at saving lives, reducing injuries and strongly prioritising Vision Zero. It addresses particular focus areas of concern that the Government and experts have identified as critical to improving road safety. It also seeks to continue and complement existing projects and initiatives that have been successful. The Action Plan covers a range of areas, including behavioural change, improved infrastructure, safer vehicles, compliance with regulation, and uptake of improved technology.

The Action Plan sets a strong agenda which will move us closer to achieving a safe, inclusive and vibrant road transport system. The success of the Plan depends on the collaboration and cooperation of everyone in the ACT community, as road safety is everyone's responsibility.

We must work together to achieve positive outcomes for the ACT, to ensure a safe travelling environment, and to reach our ultimate goal of Vision Zero.



Shane Rattenbury MLA

Minister for Justice, Consumer Affairs and Road Safety

Acknowledgement of Country

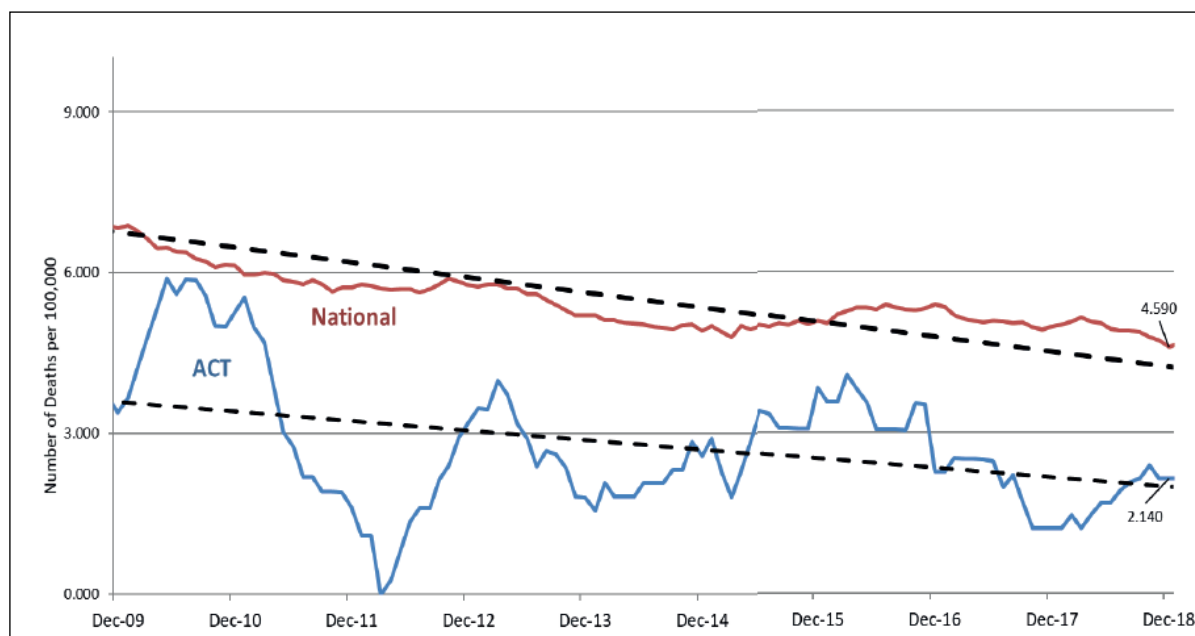
The ACT Government acknowledges the Australian Aboriginal and Torres Strait Islander peoples of this nation. We acknowledge and pay our respects to Elders, past, present and future of the Ngunnawal people as the Traditional Custodians of the lands on which we live and where we conduct our business. We recognise the significant contribution of the Ngunnawal people and neighbouring Nations— the Ngambri, Ngarigo, Wolgalu, Gundungurra, Yuin and Wiradjuri to the Canberra region. For thousands of years these Nations have maintained a tangible and intangible cultural, social, environmental, spiritual and economic connection to these lands and waters.

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Introduction

Over the life of this Action Plan, we will continue successful road safety initiatives and make new changes to ensure our roads are safe, to encourage community transition to safe vehicles and increase safe road user behaviour. We will closely monitor our progress and use data and evaluations to develop road safety initiatives that will reduce ACT road deaths and serious injuries. We will report ACT progress toward our ultimate goal of Vision Zero, and we will be responsive to issues that emerge, and apply lessons that we learn along the way.



Graph: Rates of death per 100,000 population 2009-2018

The key **focus areas** of this Action Plan are distraction, drink and drug driving, vulnerable road users and speeding. Other **action areas** include: Education, Awareness, Engagement and Compliance and Sustainable and Innovative Transport.

The focus areas and actions outlined in this Plan have been developed to maintain our trajectory in successful areas, and to respond reactively and proactively to core road safety issues that we have identified over time.

Not only are these priority areas clearly implicated in road safety trauma in the ACT, they are also recognised nationally as key issues, and our work in this space will contribute to progressing road safety improvements under the National Road Safety Strategy.

Each **focus area** will be the subject of specific community awareness and engagement activities during the term of the action plan. These activities will align with ACT Policing enforcement activities and other actions identified in this action plan.

Focus Area: Distraction

Distracted driving, particularly distraction from mobile devices, is an increasing road safety issue. Addressing the issue of driver distraction is a high priority for the ACT Government.

Driver distraction is any action that takes a driver's attention away from the road or impacts their driving ability: from using a mobile device to tuning the radio. Any kind of distraction can result in inappropriate speeds, lane deviations and a delay in reaction time.

ACT Policing members identify distracted driving offences based on factors such as officer observations of driving conduct, admissions of the driver, and witness statements. In the 15 months leading up to this Action Plan, there were over 1,300 infringement penalty notices and almost 350 cautions issued to drivers for offences related to actions that cause distraction.

Distraction caused by mobile device use while driving has been recognised as one of the greatest challenges currently facing road safety. This is due to the increased risks associated with mobile device use while driving and its high prevalence.

There are four types of distraction: physical, visual, auditory and cognitive. The act of operating a mobile device may involve all four types of distraction – physical distraction (eg. dialling), visual distraction (looking at the display), auditory distraction (holding a conversation with another person) and cognitive distraction (focusing on the topic of conversation).

Drivers who look at their mobile devices while driving are three times more likely to be involved in a crash than non-users; dialling or locating and answering a hand-held phone increases the chances of having a crash by four times; and texting, browsing and emailing on a mobile device while driving increases crash risk by ten times.



In a recent Commonwealth Government survey, 64 per cent of respondents reported using their mobile phone while driving, including 40 per cent who made calls while driving, and 21 per cent used their mobile phone for other activities such as browsing the internet and taking photos.

A study in Victoria estimated fatality and serious injury costs to the community for in-vehicle technology distraction over a five-year period at about \$1.2billion, and that a 25 per cent reduction over that period would translate to saving 12 lives, prevent serious injury for 239 people, and provide savings of \$321million to the community. In Australia, distraction has been found to be a factor in 16 per cent of crashes where a vehicle occupant was hospitalised for at least 24 hours.

In July 2019, a total mobile device ban was introduced in the ACT for learner and provisional licence holders (car and motorcycle). This includes talking, hands-free and speaker mode, with specific exceptions for listening to music and GPS instructions.

The ACT also has a separate higher penalty for a person using a mobile device for messaging, social networking, mobile application or accessing the internet. This harsher penalty was introduced in 2016 and reflects the higher level of risk associated with using your mobile device to text or access social media while driving.

However, to date traditional enforcement methods alone have not been enough to change driver behaviour when it comes to drivers using their mobile devices. There is a need for technological solutions and social change. Camera-based enforcement technologies designed for detecting illegal mobile device use have recently come into the market and are proving to be effective in addressing this high-risk behaviour. This is similar to other automated camera-based enforcement that together with police enforcement have played a critical role in addressing other high-risk behaviours on our roads, such as speeding and red light running. These camera programs have proven to help prevent crashes and reduce road trauma.

The ACT Government has announced its intention to investigate mobile phone detection cameras as an option for addressing the issue of illegal mobile device use in the ACT. This work will be progressed over the life of this Action Plan.

In addition, in recent years, mobile apps have been designed that encourage drivers to participate in voluntary programs that incentivise safe driving. The rewards can range from intrinsic motivation for behaviour change, or in some cases insurance companies and private organisations across Australia use the apps to reward participating drivers with reductions in premiums or other benefits. Research indicates these approaches can be beneficial, and the ACT Government is open to supporting, encouraging or trialling alternative or emerging technologies that will help reduce distracted and dangerous driving.

The ACT Government will also continue to actively participate in the project on technology-neutral driver distraction rules being led by the National Transport Commission (NTC). Through this project the NTC is looking at better ways to regulate the safe use of technology devices by drivers and riders. The goal of the project is to develop road rules that focus on better outcomes for road users by managing the distraction risks posed by technology, while encouraging innovation and removing any barriers to improved safety through technology. The project focuses on all forms of driver distraction not just from specific forms of technology through focusing on high-risk behaviours and interactions that arise from distracted driving rather than the source of the distraction.

What we will do

- > Investigate the use of mobile phone detection cameras in the ACT.
- > Explore the use of technology-neutral road rules in the ACT to address the issue of driver distraction based on the work being undertaken by the NTC.
- > Explore how the ACT Government can promote and encourage the use of mobile apps or similar technology that can assist in preventing dangerous and distracted driving.

Focus Area: Drink and Drug Driving

The ACT Government, as outlined in the *ACT Drug Strategy Action Plan 2018-2021*, is committed to addressing and minimising harms caused by alcohol and other drugs, including illicit drugs and pharmaceuticals.

Drink Driving

Despite there being general awareness in the community about drink driving laws and the effects of alcohol on driving, alcohol is still a major contributor in fatal crashes in the ACT.

In the ACT over 2015-2018, the number of driver and motorcycle riders killed with a blood alcohol concentration above the legal limit was 7 (17.5% of all deaths); however, national data suggests that alcohol is a contributing factor in up to 30% of fatal crashes, with 1 in 4 drivers or riders killed exceeding the legal limit.

Drink driving is a significant road safety issue as it affects judgement and decision making and is often involved with other unsafe habits such as not wearing a seatbelt or speeding. It can also increase the effects of fatigue. Even a small amount of alcohol in a person's system can affect their driving ability and result in a crash. Evidence shows that casualty crash risk doubles when driving with an alcohol level of 0.05, and the risk of fatal crashes increases even more sharply. Alcohol can slow reaction time, dull cognitive functions and reduce attention span and visual acuity. It is a risk for all road users, not just the driver, rider or operator of the vehicle.

In setting penalties for driving related offences in the ACT, the government seeks to provide a balance between deterrence, community safety and providing drivers with the assistance they need to change their behaviours.

A number of jurisdictions have recently introduced infringement notice penalties for certain drink driving offences. Infringement notice penalties are an effective way to impose an immediate sanction. Swift sanctions are known to have a positive effect on changing driver behaviour due to their swift and immediate nature.

In May 2019, NSW introduced infringement notice offences for the following drink driving offences:

- > novice driver (e.g. learner, provisional, interlock) (novice range prescribed concentration of alcohol (more than 0.00g but less than 0.02g))
- > special category driver (e.g. learner, provisional, interlock, public passenger driver) (special range prescribed concentration of alcohol (0.02g or more but less than 0.05g))
- > low range prescribed concentration of alcohol (0.05g or more but less than 0.08g)

Drink driving offences are not currently infringement notice offences ('on the spot fines') in the ACT.

In February 2020, Austroads released its report entitled ***Effectiveness of Drink Driving Countermeasures: National Policy Framework*** which provides a policy and regulatory framework to encourage effective reforms to reduce and prevent drink driving and riding. The report identifies several aspirational priority areas for action. It acknowledges that these measures will not be easy to introduce. The framework acknowledges that each jurisdiction is different and that the characteristics and priorities for each community need to be considered when implementing any new measures.

One recommendation from the report is that jurisdictions extend the zero-blood alcohol concentration (BAC) limit that applies to certain drivers to also apply to additional high-risk drivers. The ACT already requires the majority of the high risk drivers identified in the Austroads report to have a zero BAC, for example: learner and provisional drivers, drivers of public passenger vehicles (taxis, rideshare, light rail, buses), drivers of a dangerous goods vehicle, certain heavy vehicle drivers.

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 for the Territory.

Drug Driving

Like all Australian jurisdictions, the ACT has a zero-tolerance approach to drug driving, meaning that it is an offence for a driver to have any amount of certain illicit drugs in their system while driving or have any other drug (illicit or not) in their system (including certain prescription medications) to such an extent that it influences their ability to have proper control of a motor vehicle. This approach to drug driving and roadside testing has proved to be successful in detecting and preventing drug driving, with associated road safety benefits.

There is a range of significant evidence linking drugs to elevated crash risk. Drug use can slow down a person's reaction time, causing a distorted view of time and distance. Drugs can also stimulate a person's nervous system which can lead to a reduced attention span, and the sudden onset of fatigue as the stimulant effects wear off. A person who drives or rides with drugs in their system can make dangerous decisions, increasing the chance they'll harm themselves, their passengers, or other road users.

The ACT drug driving regime currently makes it an offence for a driver to have any of the following three specific drugs: cannabis, methamphetamine and ecstasy, in their system or drive with have any other drug in their system (including certain prescription medications) to such an extent that it influences their ability to have proper control of a motor vehicle.

Roadside drug tests are used to indicate the presence of THC (one of the active ingredients in cannabis), methamphetamine (speed and ice) and MDMA (often found in ecstasy). Unlike alcohol, where there is a legal limit, having any trace of these drugs in your system while driving is an offence.

The ACT drug driving regime does not include a prescribed roadside impairment test. The ACT Government acknowledges there is some interest in the community in incorporating impairment testing into the ACT's drug driving framework. Any impairment testing model would need to be effective from a road safety perspective, including in relation to the use of police resources. Some jurisdictions that currently use a form of impairment testing have introduced (Canada) or are planning to introduce (New Zealand) roadside testing in addition to their impairment testing model to try and better address the issue of drug driving.

However, to date, no major international or technological developments have been able to establish a causal link between specific levels of drugs and impairment, which can be applied across the population. This is different to alcohol where there has long been an agreed position on the levels at which alcohol affects ones driving ability.

Given the quantity of active ingredients in a drug, in particular an illegal drug, are often unknown, and there are difficulties in determining the quantities which are likely to impair the average driver, there are challenges in setting a prescribed 'acceptable level', in particular for cannabis.

Further, the effect of any drug (illegal or legal) on individuals is influenced by many factors, including:

- > Concentration of the active ingredient;
- > Possible interaction with other drugs;
- > Method of consumption;
- > Amount consumed; and
- > Individual characteristics of the person consuming, for example:
 - Age;
 - Weight; and
 - Frequency of use.

It is not possible to say definitively how long a drug can be detected via a roadside drug test, especially in relation to cannabis use. This can vary from one person to another and depends on a number of factors including the type of drug and amount taken, frequency of drug use and other factors specific to the individual. However, generally, a roadside oral fluid test can detect cannabis for up to 12 hours after use. This can be extended to up to 30 hours for frequent cannabis users.

As part of this Action Plan, the ACT Government will consider national and international developments as they arise, and evolving strategies and methods for managing the road safety risks posed by drug driving. This includes national and international approaches to roadside drug testing and impairment testing, any scientific or research developments that would allow the development of effective impairment thresholds, and any new evidence regarding the substances that can or should be detected via a roadside test.

What we will do

- > Review and assess the effectiveness of the Territory's drink and drug driving scheme against best practice models including to consult with experts and the community on the effectiveness of the scheme and potential reforms.
- > Explore measures that are appropriate for the ACT, which will deter drink and drug driving.

Focus Area: Vulnerable Road Users

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

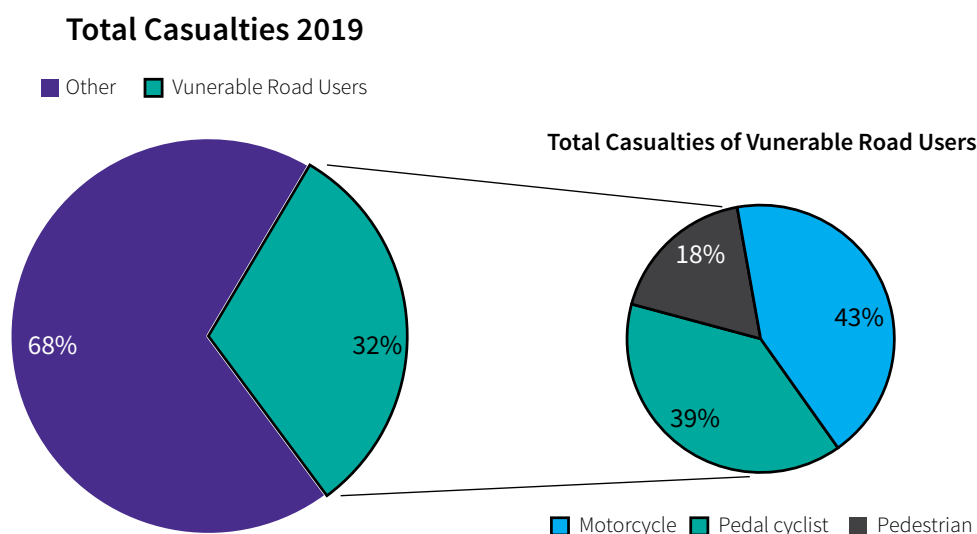
In June 2014, the Standing Committee on Planning, Environment and Territory and Municipal Services presented a report to the Legislative Assembly on Vulnerable Road Users, which made 28 recommendations aimed at improving road safety for vulnerable road users.

Since the report was tabled, significant reforms and initiatives have been implemented and rolled out across the ACT:

- > A driver competency relating to vulnerable road users was introduced into the Road Rules Knowledge Test as well as into the assessment standards for suitability to obtain a provisional licence. This means that prior to obtaining a learner licence a person must prove awareness of vulnerable road users and prior to being issued with a provisional licence undertake a practical demonstration of good observation skills, recognition and risk management and appropriate and calm decision making to mitigate and avoid risk and harm to any vulnerable road users.
- > Introduced minimum passing distance requirements for drivers overtaking cyclists.
- > Established a new optional vulnerable road user program for learner drivers which is focused on safely sharing the road with cyclists, motorcyclists and pedestrians. Completing this program will provide participants with 10 of their required driving hours for eligibility for a provisional licence.
- > Regulatory reforms to allow cyclists to ride across crossings and allow motorcycle lane filtering.
- > Reduced speed limits in town centres.
- > Expansion of the Share the Road campaign to include specific messaging to educate the community on their obligations as and around vulnerable road users.

As outlined in the *ACT Road Safety Report Card 2020*, there are four recommendations from the Vulnerable Road User Inquiry that the ACT Government is still progressing. These will be completed during the term of this Action Plan.

Unfortunately, vulnerable road users remain overrepresented in road trauma in the ACT and we must not become complacent..



Canberra is home to an extensive network of walking and cycling routes that make it easier and safer for people to travel actively throughout our city.

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 but with more people using our bike lanes, paths and roads for recreation, commuting and training we need to ensure that we upgrade the facilities, share the infrastructure and adjust the speed limits to ensure all of us are safe.

As part of this Action Plan, the Government will continue to focus on education and awareness activities to improve the culture of 'sharing the road'. It will also ensure that active travel is a key part of the planning and design of new suburbs, infill, and other infrastructure, to encourage sustainable transport and to improve safety for vulnerable road users.

Motorcyclist safety

Motorcyclists are significantly over-represented in road trauma figures and will be a specific focus of this Action Plan. The lack of a protective structure between the rider and other vehicles, or the road itself, means that motorcycle riders are more exposed and risk serious injuries if they are in a crash.



Safety of older drivers

Older people are among the most vulnerable groups in our community. The crash risk profile of older drivers is due to increased frailty and other issues associated with ageing. Crash data shows over 1 in 6 fatalities in the last 10 years were older drivers, and it is trending upwards. Assessment of fitness to drive is a vital component to managing older road user safety.

The number of Canberrans over the age of 65 continuing to drive has increased from 21,890 drivers in 2006 to 46,317 in 2019. It is important that we continue to support these drivers to remain safe on our roads and maintain their independence.

The Age Friendly Suburbs Program is an ACT Government commitment to improving path network infrastructure and connectivity in suburbs where there are aged care and retirement facilities and a large proportion of suburban residents aged over 55 years.

Safety of children

In the early years, a child's main interaction with the road transport system is as vehicle occupants. The use of appropriate child restraints is critical to the safety of children while travelling in cars. Ensuring children always travel in an appropriate restraint that is correctly installed is key to protecting children as vehicle occupants. Ensuring parents have received appropriate information and advice about child restraints is imperative for the safety of pre-school aged children.

Children are also vulnerable as pedestrians in the early years due to a range of factors: they don't have well developed perceptual skills, judgement and ability to understand or assess risk.

Primary school aged children can be at risk of road trauma as vehicle occupants, pedestrians or while cycling. They are at risk because their peripheral vision, directional hearing and ability to judge speed is still developing, they are likely to be easily distracted and impulsive and their size makes them difficult to see.

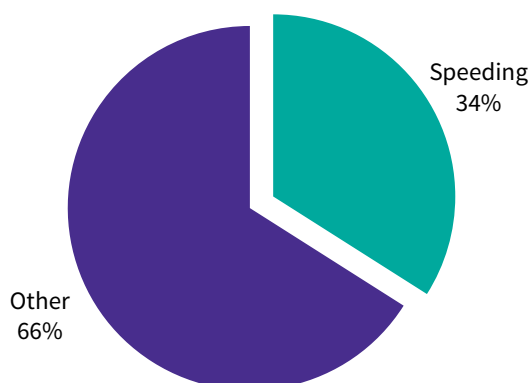
Parents are the primary teachers of road safety to their children and they need to be supported and encouraged to provide effective role modelling, parental monitoring and real-world learning opportunities for their children.

What we will do

- > Expand minimum passing signage on the road network to remind road users of the conditions in relevant speed zones for passing a cyclist.
- > Design new areas of Canberra, and infill developments, to encourage and protect active travel users.
- > Review and implement reforms to the licensing requirements for motorcycle riders, in particular, learner and provisional motorcycle riders, to reduce road trauma in this vulnerable road user group.
- > Promote safe driving among older drivers and assist them to retain an independent licence where suitable and assist older drivers to identify alternative transport options when independent driving is no longer safe.

Focus Area: Speeding

Despite ongoing enforcement and campaign efforts about the dangers of speeding, there remains a portion of road users who do not use the roads in a responsible way and put others at unacceptable risk.



Graph demonstrating proportion of speeding amongst various issues contributing to road trauma and road safety offences.

Any level of speeding presents a road safety risk for the driver and other road users.

Numerous studies have shown that perceived 'low level' speeding contributes to a significant percentage of road casualties and fatalities. Speeding at five kilometres an hour above the speed limit increases both the likelihood of a crash occurring, and the severity of driver and pedestrian injuries in a crash. For car occupants in a crash with an impact speed of 80 km/h, the likelihood of death is 20 times what it would have been at an impact speed of 30 km/h.

The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30 km/h or below, but less than 50% chance of surviving an impact at 45 km/h. Pedestrians have almost no chance of surviving an impact at 80 km/hr.



When the speed of a vehicle is lowered, not only is the braking distance reduced, but the driver has more time to avert potential problems and impact speeds are reduced. In addition, pedestrians and other drivers also have more time to see and respond.

The setting of appropriate speed limits that consider the road design, surrounding environment and road conditions is critical to improving road safety. In making decisions about setting speed limits, the ACT Government will apply the Safe System approach outlined in the *ACT Road Safety Strategy 2020-25* and the Movement and Place framework which recognises that road environments cater to a wide range of users and often have dual purposes.

The ACT Government has implemented 40 km/h precincts in all 18 ACT group centres. A review of existing boundaries in the 5 town centres has been completed. An expansion of all existing boundaries has been designed and will be implemented in stages. The Belconnen town centre expansion was completed in 2019. Other town centres will be progressed in 2020 with planned expansion in the City, also including parts of Braddon.

It is important we continue to improve compliance with speed limits across the road network, in order to protect all roads users, in particular, our vulnerable road users. This will support active travel choices. The **Slower Streets** initiative launched recently encourages drivers to slow down and was developed to assist community members who are walking and cycling and may need to be on the road. The Slower Streets initiative demonstrates how safe speeds can both improve road safety outcomes and contribute to the attractiveness of local roads for active forms of transport such as walking and cycling.

The ACT Government will continue to use **interactive smiley face signs**, as friendly reminders to motorists to watch their speed, slow down and drive safely. These signs have been demonstrated to be effective in reducing travel speeds to below the posted speed limit.

The **ACT Road Safety Camera Program** currently focuses on enforcement of speeding and red-light offences. Every road safety camera in the ACT is associated with crash reduction and cost savings for the community. The *mobile camera program* alone was found to have reduced crashes by about 22 per cent. This equates to a prevention of 120 casualty crashes and over 2,900 property damage crashes, saving the community more than \$60 million in crash costs a year. Based on this evidence, the ACT Government has expanded the mobile camera fleet and resources in recent years to enhance the ACT's 'anytime, anywhere' capability of enforcing compliance with speed limits. The ACT will continue this approach, will explore new speed enforcement technologies, and will, where appropriate, continue to expand the safety camera network to ensure speed compliance and improved safety.

Given that speeding is a serious road safety danger, and there continues to be an unacceptable level of speeding in the ACT, the ACT Government will undertake a review of speeding offences and their associated penalties, to ensure that they are operating as a sufficient and effective deterrent. This will occur as part of the review of the ACT's road transport penalties framework (see Action Area: Education, Awareness, Engagement and Compliance).

What we will do

- > Consider amendments to speed limits across the road network in accordance with the Safe System approach.
- > Expand and evaluate innovative approaches and measures to reduce speeding and change road user behaviour including possible reforms to the ACT's penalties for exceeding the speed limit and education programs.

Action Area: Education, Awareness, Engagement and Compliance

The Safe System approach to road safety acknowledges human errors occur but also relies on road users being responsible. It requires efforts to educate and encourage road users to obey the road rules and includes the use of enforcement and penalties. These efforts need to effectively deter road users from breaking the rules, driving in circumstances that create unnecessary danger to themselves and others on the road.

The ACT Government has developed, broadcast and distributed a significant number of road safety awareness campaigns over the years, to remind the community of important issues such as sharing the road, speeding, tailgating, roadside drug testing, school zone safety, and to educate about new initiatives and reforms such as minimum passing distances, motorcycle lane filtering conditions, chevrons, safe following distances, e-scooters and the driver licensing scheme for learner and provisional drivers.

Education and awareness activities will continue to form a key component for improving road safety outcomes and ensuring compliance with road transport laws through encouraging safe road use by changing driver behaviours.

The annual ACT Road Safety Fund community grants provide an opportunity for the community to help shape priorities in the ACT for improving road safety. Since the establishment of the ACT Road Safety Fund, over \$1.5 million has been distributed across almost 40 community projects that support the advancement of road safety research, education and road trauma prevention. The Fund has also invested almost \$2million into strategic projects that support the community and evaluate, improve and expand on specific areas of road safety.

The ACT Government will continue to engage the community and key stakeholders on the development and implementation of road safety initiatives in the ACT. While some engagement will be Government led, the Government also acknowledges that different parts of the community are receptive to different messages; we will therefore investigate different community education models, including engaging peer networks, and working with 'community champions' to help promote key road safety messages.

Appropriate enforcement actions are essential to providing a safe road environment for the community, with shared responsibility by all road users.

A robust regulatory and enforcement framework is essential to establishing safe people and safe behaviours on our roads, with benefits for both the community and individuals.

The ACT Government will continue to work collaboratively with ACT Policing and other key 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

- > Develop and distribute community awareness campaigns through a variety of means to support compliance with road transport laws, promote safe behaviours and improve road safety outcomes. Campaigns developed during this Action Plan will include a focus on:
 - The key focus areas of this Action Plan: speeding, drink and drug driving, distraction, vulnerable road users
 - Child restraints/seatbelts
 - Using lights and indicators
 - Breakdown lanes
 - Workplace road safety
 - Wildlife crashes

- > Work across government to improve data sources and analyse opportunities to support the development and implementation of road safety initiatives and measures.
- > Explore innovations in enforcement and compliance that promote road safety outcomes.
- > Review the road transport penalties framework to ensure that the penalties are commensurate with the road safety risk associated with the unsafe behaviour and support behavioural change, including appropriate application of:
 - Infringement notice penalties;
 - Demerit points;
 - Court fines;
 - Licence suspensions or disqualifications;
 - Education programs;
 - Imprisonment.

Action Area: Sustainable and Innovative Transport

In September 2015, the United Nations General Assembly adopted a series of Sustainable Development Goals as part of the 2030 Agenda for Sustainable Development, that includes the following specific target related to road safety:

By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Australia is collaborating in global efforts to improve road safety by participating in the work of international forums and bodies to share knowledge and expertise and to learn from the experiences of other countries.

The ACT Government through the **ACT Climate Change Strategy 2019-2025** is committed to encouraging the uptake of zero emission vehicles, encouraging active travel and supporting sustainable travel choices.

The ACT Government is working towards transitioning to a zero emissions Government passenger vehicle fleet and a zero-emissions bus fleet.

Public passenger vehicles in the ACT are increasingly electric or hybrid vehicles with the light rail network powered by renewable energy.

Active travel

It is important that we continue to make it easier, safer and more convenient for people to engage in activities such as walking and cycling. Increasing participation in cycling, walking and running will help achieve objectives in the areas of public health, sustainable transport and the environment.

The ACT Government provides a Ride or Walk to School program which is a free initiative available to all schools to drive a culture change within the school community and encourage more walking and riding to and from school. Participating schools also have access to the Active Streets Program, an education campaign supported by infrastructure improvements to support active travel to and from school, and access to a crossing supervisor program.

Over 70 primary schools and 13 high schools currently participate in the ACT Ride or Walk to School Program, and students have access to resources that engage them on learning how to cycle safely.

The Government will continue to improve access and opportunities for the community to learn about and safely participate in travel options that provide health and environmental benefits and build a culture of road users that share the road safely and respectfully.



Innovative transport

The ACT has implemented regulatory reforms and frameworks for a suite of innovative transport options, as well as working collaboratively across agencies in efforts to safely introduce light rail to the ACT road network. There are a range of options that people can use instead of a car, for short trips or in combination with public transport.

E-scooters and other similar devices that meet the definition of personal mobility device (PMD) can legally be used in the ACT. The regulatory framework that was introduced has a strong basis in road safety, with conditions applied to the use of the devices in terms of maximum speed, user restrictions and permitted locations.

Automated vehicles

Automated vehicles are expected to deliver economy-wide productivity improvements, reduce urban congestion, reduce road crashes and provide people with improved access to social and economic opportunities. To realise these benefits, governments need to ensure that Australia's policy, regulatory and infrastructure settings are ready. However, they also introduce new safety risks and poorly designed or operated systems could result in deaths and serious injuries on Australia's roads. If human drivers no longer have control of vehicles, responsibility for the safe operation of the vehicle needs to be clear and unambiguous.

Ministers across Australia have agreed to work towards establishing a single, national approach to regulating automated vehicles when they are on the road. Preparations for automated vehicles involve changes at the Commonwealth and state and territory levels, and the Commonwealth has been tasked with implementing the first stage of the Safety Assurance System (SAS), known as the first supply arrangements.

The National Transport Commission (NTC) is leading the development of a nationally consistent regulatory framework, with objectives to create an environment for automated vehicles that:

- > eliminates or mitigates in-service safety risks;
- > minimises regulatory costs, barriers and burdens; and
- > opens the Australian market to automated vehicle technology..

The ACT Government is committed to supporting trials of this technology in the ACT to better understand its operation and the road safety benefits this technology presents and how best to manage any potential risks associated with advances in technology.

An autonomous vehicle trial at a Retirement Village in Belconnen demonstrated that not only do autonomous vehicles provide road safety benefits they also provide an opportunity to improve mobility and access to services within the community.

What we will do

- > Support and promote opportunities that increase active travel and sustainable transport.
- > Work with industry to support automated vehicle trials and ensure learnings inform future regulation and infrastructure planning.
- > Contribute to national regulatory reforms to support the deployment of automated vehicle technologies and play a key role in supporting a consistent and collaborative approach across Australia.

Summary of Actions

Distraction

p7

- a. Investigate the use of mobile phone detection cameras in the ACT.
- b. Explore the use of technology-neutral road rules in the ACT to address the issue of driver distraction based on the work being undertaken by the NTC.
- c. Explore how the ACT Government can promote and encourage the use of mobile apps or similar technology that can assist in preventing dangerous and distracted driving.

Drink and Drug Driving

p9

- a. Review and assess the effectiveness of the Territory's drink and drug driving scheme against best practice models, including to consult with experts and the community on the effectiveness of the scheme and potential reforms.
- b. Explore measures that are appropriate for the ACT, which will deter drink and drug driving.

Vulnerable Road Users

p11

- a. Expand minimum passing signage on the road network to remind road users of the conditions in relevant speed zones for passing a cyclist.
- b. Design new areas of Canberra, and infill developments, to encourage and protect active travel users.
- c. Review and implement reforms to the licensing requirements for motorcycle riders, in particular, learner and provisional motorcycle riders, to reduce road trauma in this vulnerable road user group.
- d. Promote safe driving among older drivers and assist them to retain an independent licence where suitable and assist older drivers to identify alternative transport options when independent driving is no longer safe.

Speeding

p14

- a. Consider amendments to speed limits across the road network in accordance with the Safe System approach.
- b. Expand and evaluate innovative approaches and measures to reduce speeding and change road user behaviour including possible reforms to the ACT's penalties for exceeding the speed limit and education programs.

Education, Awareness, Engagement and Compliance

p16

- > Develop and distribute community awareness campaigns through a variety of means to support compliance with road transport laws, promote safe behaviours and improve road safety outcomes. Campaigns developed during this Action Plan will include a focus on:
 - The key focus areas of this Action Plan: speeding, drink and drug driving, distraction, vulnerable road users
 - Child restraints/seatbelts
 - Using lights and indicators
 - Breakdown lanes
 - Workplace road safety
 - Wildlife crashes
- > Work across government to improve data sources and analyse opportunities to support the development and implementation of road safety initiatives and measures.
- > Explore innovations in enforcement and compliance that promote road safety outcomes.
- > Review the road transport penalties framework to ensure that the penalties are commensurate with the road safety risk associated with the unsafe behaviour and support behavioural change, including

appropriate application of:

- Infringement notice penalties;
- Demerit points;
- Court fines;
- Licence suspensions or disqualifications;
- Education programs;
- Imprisonment.

Sustainable and Innovative-Transport

p18

- a. Support and promote opportunities that increase active travel and sustainable transport.
- b. Work with industry to support automated vehicle trials and ensure learnings inform future regulation and infrastructure planning.
- c. Contribute to national regulatory reforms to support the deployment of automated vehicle technologies and play a key role in supporting a consistent and collaborative approach across Australia.

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