



**ACT**  
Government

# **ACT ROAD SAFETY REPORT CARD 2020**

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## PURPOSE OF THE REPORT CARD

Each year the Minister responsible for Road Safety in the ACT provides a report to the ACT Legislative Assembly which sets out the implementation status of the *ACT Road Safety Strategy 2011-20* (the ACT Road Safety Strategy) and other related road safety commitments and performance data.

This Report Card includes statistical analysis of 2018 ACT crash data against national performance indicators and reports on progress to April 2020 against incomplete actions within:

- > the *ACT Road Safety Action Plan 2016–2020* (the Action Plan);
- > the *ACT Road Safety Camera Strategy* (the Camera Strategy);
- > the agreed recommendations arising from the *2014 Legislative Assembly Inquiry into Vulnerable Road Users* (the VRU Inquiry); and
- > the ACT Road Safety Education Strategy (the Education Strategy).

Items completed as at December 2018 are detailed within previous ACT Road Safety Report Cards found online at <http://www.justice.act.gov.au/vision-zero-road-safety/road-safety-publications>

## INTRODUCTION

The ACT Road Safety Strategy was released in November 2011 and provides a whole-of-government approach to addressing road safety in the ACT. It is supported by multi-year Action Plans (2011-13, and 2016-20), with strategic goals 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 responsibility for road safety; and
- > develop an approach to road safety that involves all stakeholders working together.

Over the life of the *ACT Road Safety Strategy 2011-20* and associated Action Plans, the ACT Government has implemented a number of road safety initiatives.

The 2016-20 Action Plan was released on 15 February 2016, and includes 39 action items aimed at saving lives, reducing injuries and strongly prioritising a Safe Systems approach to road safety and transport regulation. As at April 2020, 29 of these 39 items have been completed. Work has commenced on the remaining 10 action items and these are expected to be completed in 2020 or will form part of the next Road Safety Action Plan.

The Camera Strategy which was 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. All ten of the action items for this strategy have now been completed. The Camera Strategy will be incorporated into future Road Safety Strategies and Action Plans rather than a stand-alone document.

The ACT Road Safety Education Strategy (the Education Strategy), published in May 2018 includes goals and suggested actions to improve the knowledge and the behaviours of road users of all ages. The Education Strategy was an eight-year plan for the delivery of road safety education across all ages in the ACT. The Education Strategy contains 31 action items, 5 of which were completed as at December 2018. As at April 2020, 5 more action items have been completed, 13 are commenced and progressing or well-advanced. The Education Strategy will be incorporated into future Road Safety Strategies and Action Plans rather than a stand-alone document.

## IMPLEMENTATION RESPONSIBILITIES, COORDINATION AND GOVERNANCE ARRANGEMENTS

The Justice and Community Safety (JACS) Directorate is responsible for coordinating and monitoring the implementation of the ACT Road Safety Strategy and other related road safety policy reforms and commitments. Other agencies involved in the delivery of road safety initiatives are represented on the ACT Road Safety Taskforce and include ACT Policing, Transport Canberra and City Services (TCCS) Directorate, Health Directorate (HD), Education Directorate (ED), Chief Minister, Treasury and Economic Development Directorate (CMTEDD) and Environment, Planning and Sustainable Development (EPSDD) Directorate.

The ACT Road Safety Advisory Board (the Board) is responsible for monitoring progress and reporting on the implementation of the ACT Road Safety Strategy. The Board is a non-statutory body comprising nine members representing:

- > the two ACT motor accident injuries scheme insurers<sup>1</sup>,
- > three road user representatives,
- > two road safety experts,
- > an ACT Government executive representing TCCS; and
- > an ACT Government Executive from JACS as chair.

The Board is supported by the Road Safety Taskforce and relevant sub-committees.

## IMPLEMENTATION STATUS

The table below summarises the status to April 2020 on the delivery of the ACT Government's commitments to road safety as outlined in the key road safety policy documents:

	Road Safety Action Plan	Inquiry into Vulnerable Road Users	ACT Road Safety Education Strategy	AG's report on Speed Cameras	Road Safety Camera Strategy	Total
Complete/Implemented ongoing	29	22	18	16	10	95
Well advanced	3	2	6	0	0	11
Commenced and progressing	7	2	7	0	0	16
To be progressed	0	0	0	0	0	0
Noted recommendations – no specific response required.	0	2	0	0	0	2
<b>Total</b>	<b>39</b>	<b>28</b>	<b>31</b>	<b>16</b>	<b>10</b>	<b>124</b>

- > Appendix A provides a summary of those items under the Action Plan that have progressed or been completed since last year's report card.
- > Appendix B provides an update on the status of recommendations from the Inquiry into Vulnerable Road Users that have progressed or been completed since last year's report card.

1 Formerly referred to as compulsory third-party insurers. On 1 February 2020, the ACT's new motor accident injuries scheme commenced.

- > Appendix C provides a summary of those items under the Education Strategy that have progressed or been completed since last year's report card.
- > Items completed as at December 2018 are detailed within previous ACT Road Safety Report Cards and have been removed from this Report Card.
- > Only those items that have seen progress since last year's report have been included in detail in Appendices A to C.

## KEY ACHIEVEMENTS

Key achievements between January 2019 and April 2020 include:

- > In May 2019, Minister Rattenbury released the Monash University Accident Research Centre evaluation of the performance of the ACT Road Safety Camera Program. The evaluation found that each type of road safety camera was associated with crash reduction and cost savings for the community, but that the mobile camera program alone was found to have reduced crashes by about 22 per cent compared to if the program had not been running. 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. The evaluation also identified opportunities for further improvements in the management, operation and make-up of the program. This evaluation was the final action item to be completed under the ACT Camera Strategy.
- > In May 2019, Minister Rattenbury launched the ACT's participation in National Road Safety Week, which had the theme of *"Lead the way: drive so others survive"*. Iconic buildings were again lit up in yellow, and ACT Policing and Emergency Services officers displayed yellow ribbons on their vehicles. Aligning with the theme, the Minister released findings of the University of Adelaide research into compliance with the ACT's minimum passing laws. As part of the research, GPS-enabled devices were fitted on 23 bicycles recording the distance between the bicycle and passing vehicles during August and September 2018. The report found that overall ACT drivers were generally compliant with the minimum passing rules: on roads where the speed limit was 60km/h or below, 97.3 per cent of motorists were compliant, compared to 88.8 per cent of drivers on roads with a speed limit above 60km/h.
- > In June 2019 Minister Rattenbury released a discussion paper seeking community views on a regulatory framework that would permit the use of electric scooters (e-scooters) and similar devices in the ACT. In September 2019, Minister Rattenbury released results from the community consultation process and hosted the Road Safety Forum allowing stakeholders to provide comments and to further discuss the key issues of speed, location and user restrictions. A regulatory framework for the personal use of e-scooters and similar devices commenced in December 2019.
- > A total mobile device ban for all learner and provisional drivers, including blue-tooth and handsfree commenced on 1 July 2019 and was the first stage of reforms to the ACT's Graduated Licensing Scheme.
- > Following significant community and stakeholder consultation activities over 2018 and 2019, the final model for the ACT's driver licensing scheme for learner and provisional drivers (the Graduated Licensing Scheme) was announced in August 2019 and commenced on 1 January 2020. The reforms included required supervised driving hours, hazard perception testing, late night peer passenger restrictions for the first year of provisional driving where the driver is under 25 at the time they obtain their provisional licence, and a reduction of the demerit point threshold for all novice drivers.
- > The fourth annual ACT Road Safety Fund Grant round received 30 applications in 2019, with seven projects sharing in over \$300,000. The funding goes toward initiatives that support the advancement of road safety research, education and road trauma prevention. A diverse range of projects were funded focussing on vulnerable road users, younger/older drivers, first responders and an education campaign on options to avoid drink and drug driving.
- > In August 2019, a Chevron trial on the Tuggeranong Parkway commenced. The trial was supported by an education and awareness campaign to promote safe following distances.

## 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.

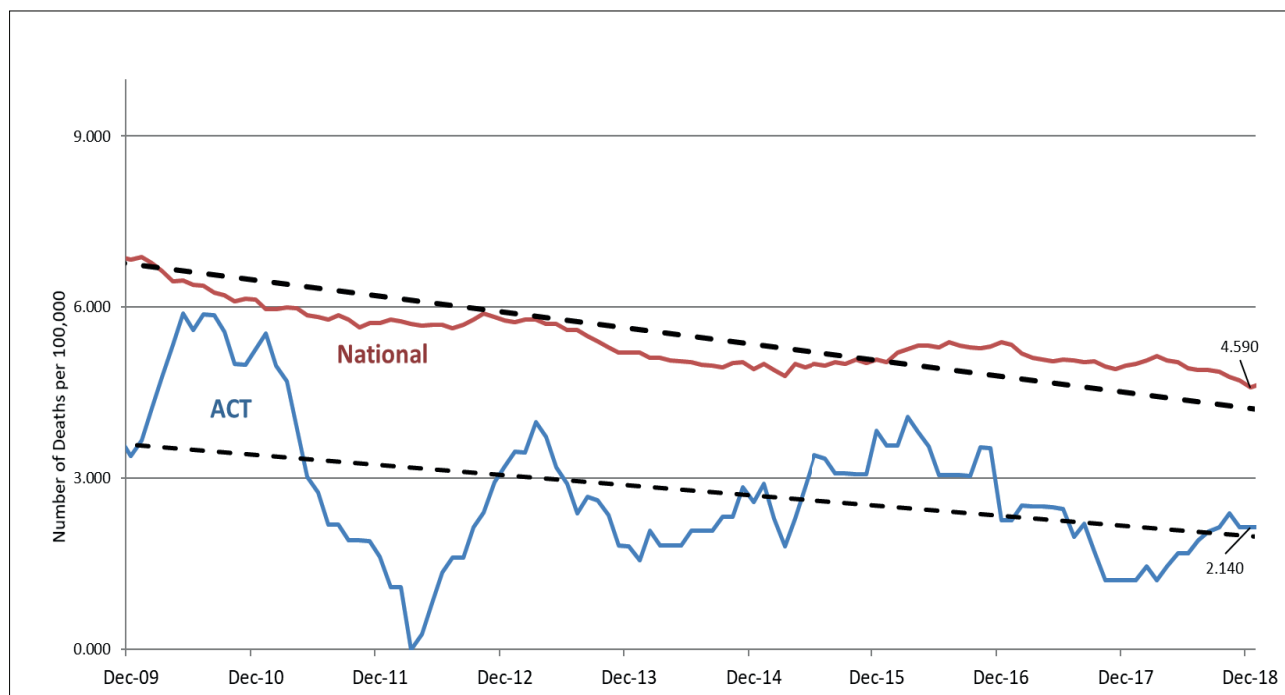
This report outlines key 2018 ACT crash statistics. Detailed information on ACT road crash data is available in the annual ACT Road Crash Report which is published online at <https://justice.act.gov.au/vision-zero-road-safety/road-safety-publications>

**Table 1.1: High Level Outcome Measures<sup>2</sup>**

Measure	2015 (ACT)	2016 (ACT)	2017 (ACT)	2018 (ACT)	2018 (Nationally)
Number of deaths resulting from road crashes	15	11	5	9	1,146
Number of road crashes resulting in deaths	14	11	5	9	1,066
Number of deaths per 100,000 population	3.83	2.73	1.22	2.14	4.59
Number of deaths per 100 million vehicle Km travelled	0.38	0.28	0.12	0.22	0.43
Number of deaths per 10,000 registered motor vehicles	0.37	0.25	0.11	0.14	0.40
Number of deaths per 10,000 registered motorcycles	3.06	2.29	0.76	1.53	2.23

<sup>2</sup> 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](https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx)

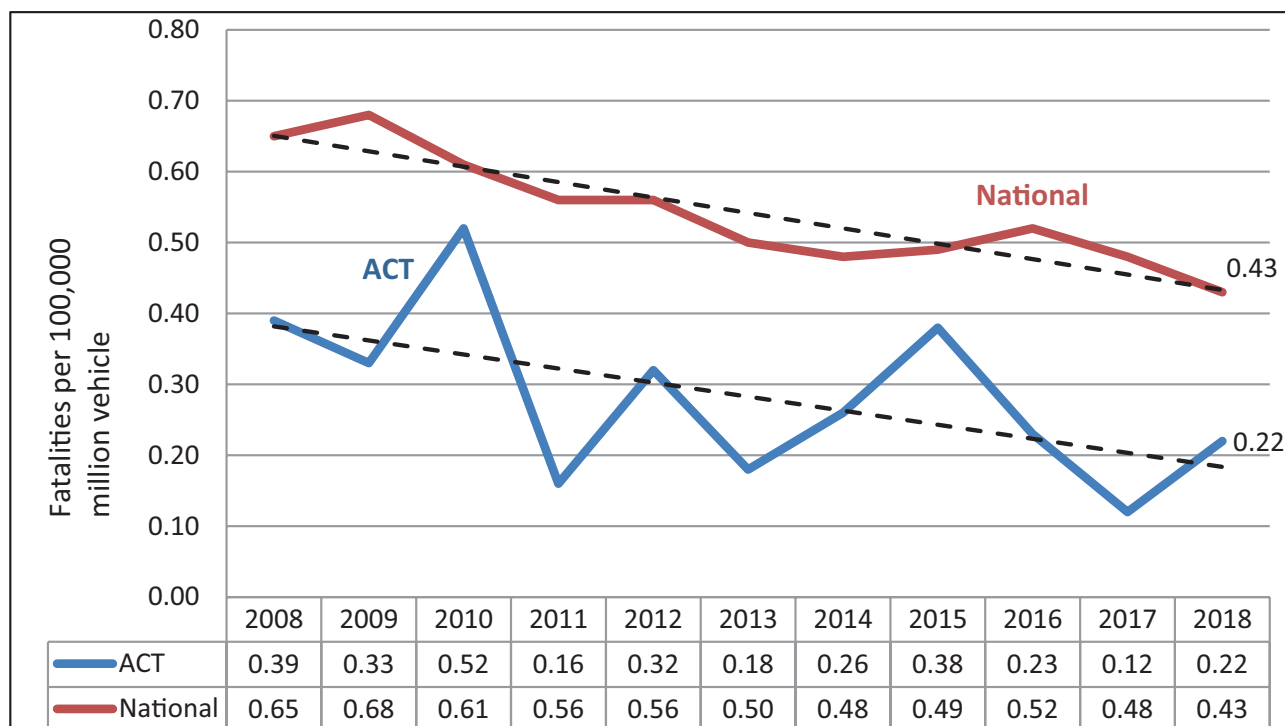
**Table 1.2: Rates of deaths per 100,000 population 2009-2018<sup>3</sup>**



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 2018, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 2.14 fatalities per 100,000 population (up by 0.92 from 2017), compared with 4.59 road fatalities per 100,000 people nationally (down by 0.38 from 2017).

**Table 1.3: Rates of deaths per 100 million vehicle kilometres travelled 2008-2018<sup>4</sup>**

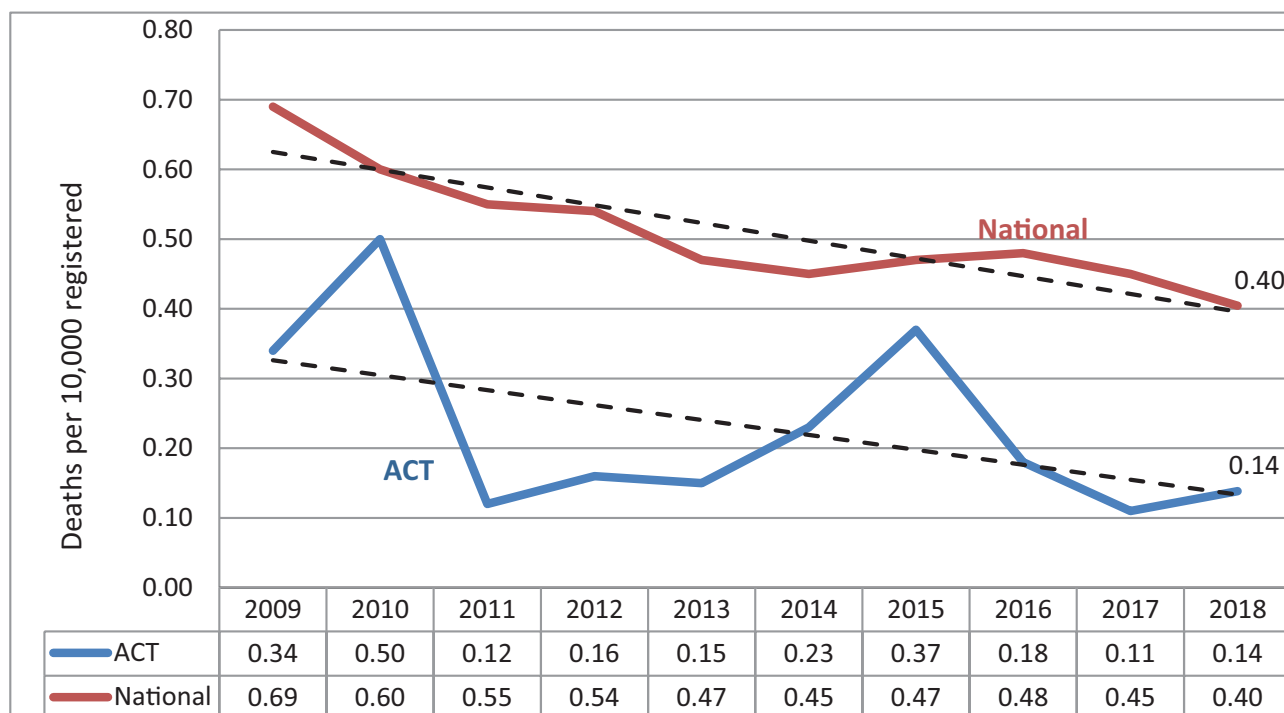


<sup>3</sup> Road Trauma Australia–Annual Summaries, Bureau of Infrastructure, Transport and Regional Services (BITRE), [https://bitre.gov.au/publications/ongoing/road\\_deaths\\_australia\\_annual\\_summaries.aspx](https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx).

<sup>4</sup> 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](https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx).



**Table 1.4: Rates of deaths per 10,000 registered vehicle 2009-2018<sup>5</sup>**



**Table 1.5: Safety Performance Indicators – ACT Performance**

Measure	2015	2016	2017	2018
<b>Safe Roads</b>				
Number of deaths from head-on crashes	4	4	1	0
Number of deaths from single-vehicle crashes	4	6	0	0
Number of deaths from intersection crashes	5	1	1	6
<i>Percentage of all surveyed sites in the ACT where the 85th percentile speeds were contained within the posted speed limit)</i>	33%	39%	30%	49.1% (exc school zones) 20% (school zone hours)
<b>Safe Vehicles</b>				
Average age of the ACT vehicle fleet (years)	LV = 7.75 MC = 7.65	LV = 6.85 MC = 7.77	LV = 5.49 MC = 5.84	LV = 7.7 MC = 8.11
Light vehicle (LV) Motorcycle (MC) Heavy vehicle (HV)	HV = 10.07	HV = 8.88	HV = 7.06	HV = 9.7

<sup>5</sup> 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](https://bitre.gov.au/publications/ongoing/road_deaths_australia_annual_summaries.aspx).

Measure	2015	2016	2017	2018
<b>Safe People</b>				
Number of young driver and motorcycle rider deaths (aged 17-25 years)	3	4	2	0
Number of older driver and motorcycle rider deaths (aged 65+ years)	3	1	1	0
Number of motorcyclist deaths	4	3	1	2
Number of cyclist deaths	1	0	1	1
Number of pedestrian deaths	0	1	0	2
Number of deaths from crashes involving a heavy vehicle	2	1	0	2
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above legal limit	4	1	1	1
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above legal limit	0	0	0	0
Number of drivers and motorcycle riders killed with a blood drug level	7	2	0	2
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood drug level	0	0	0	1
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	1 (unlicensed) 1 (disqualified)	0	0	2 (unlicensed)
Number of vehicle occupants killed who were not wearing a seatbelt or restraint	4 x no seat belt	0	1 x no seatbelt	2 x no seatbelt
<b>Safe Speeds</b>				
Number of fatal crashes where speeding was a contributing factor	4	1	0	3

## APPENDIX A – ACT ROAD SAFETY ACTION PLAN 2016-2020

Implementation Status	Complete/ Implemented ongoing	To be progressed	Commenced and progressing	Well advanced	Noted recommendation
<b>Sustainable Transport Policies to Improve Road Safety</b>					
1	Explore options for recognising the role of sustainable transport in road safety	<p>Minister Rattenbury released a discussion paper in June 2019 regarding a regulatory framework that would permit the use of electric scooters (e-scooters) and similar devices in the ACT. For a period of four weeks, the Government took submissions from the community on what the speed of these devices should be, what road and road related areas they should be allowed to travel on, and user restrictions.</p> <p>In September 2019, Minister Rattenbury released results from the community consultation process and hosted the annual Road Safety Forum focused on this issue, allowing stakeholders to provide comments and to further discuss the key issues of speed, location and user restrictions. A regulatory framework for the personal use of e-scooters and similar devices commenced in December 2019.</p> <p>The ACT Government has also committed publicly to the increase in uptake of electric and low emission vehicles, by way of actions within the ACT Climate Change Strategy 2019-2025. JACS will continue to work with key ACT directorates to explore further options for supporting and promoting sustainable transport opportunities.</p>			JACS
2	Investigate risks and any potential benefits of allowing people to ride bicycles without a helmet in low speed environments	<p>JACS is considering information from the ACT Chief Health Officer literature review as well as analysis of bicycle crashes on the ACT road network, to provide an informed position to Minister Rattenbury by the end of 2020.</p> <p>In December 2019, the ACT introduced an exemption, on religious grounds, to mandatory helmet laws while riding a bicycle or personal mobility device. The exemption allows those in the community whose religious headwear prevents them from wearing a helmet to enjoy active travel. This exemption brings the ACT in line with Queensland, Victoria, Western Australia and South Australia who have similar exemptions in place. The exemption does not apply to motorcycle riders.</p>			JACS
<b>Safer People</b>					
5	Trial the use of chevron road markings	<p>The Chevrons trial was launched by Minister Rattenbury on 2 September 2019. Social media material was also produced to educate road users of the appropriate behaviour and safe following distance. An evaluation will be conducted following the end of the trial period in September 2020.</p>			JACS/ TCCS

Number	Action Item	Update	Lead agency
6	Review the ACT demerit points scheme	JACS has commenced a review of the road transport penalties framework. The review will take between 12 and 18 months. This item will be addressed as part of this review which will form part of the next Action Plan.	JACS
8	Expand and enhance content of the Road Ready course	The pre-learner course content (formerly known as Road Ready) has been updated and expanded to reference the changes to the ACT's Graduated Licensing Scheme and incorporate the recommendations from the 2014 review of the program by CARRS-Q. The new pre-learner content will commence delivery in 2020.	JACS
9	Introduce a full mobile phone and other technology ban for young drivers	On 1 July 2019, a full mobile device ban for learner and provisional drivers commenced. Some exemptions were included such as the use of a mobile device for GPS or audio that does not require interaction by any means, including by voice, while driving.	JACS
13	Establish a vulnerable road user safety improvements program	TCCS has established a dedicated active travel infrastructure investment program. Over \$30 million has been allocated over five years (ending 2021-22) for cycle network improvements, town centre improvements, Age Friendly Suburbs, a School Crossing Supervisor program, the Active Streets for Schools program and other initiatives that provide a safer environment for vulnerable road users.	TCCS
15	Develop an Active Transport Infrastructure Policy	TCCS has progressed work to develop an Active Travel Infrastructure Policy. TCCS released Active Travel Facilities Design Standards (MIS05) in December 2018 to inform better design outcomes for active travel infrastructure. Guidance for key industry, government and other key stakeholders is being delivered over 2019-2020.	EPSDD/ TCCS
20	Review graduated licensing for motorcyclists	As part of the Graduated Licensing Scheme (GLS) reforms, some changes were made to components of motorcycle licensing in the ACT. As part of the reforms that commenced on 1 January 2020, options for P-Plate riders to undertake programs that allow them to not display P-Plates were removed. The motorcycle GLS project will continue under the next Action Plan. It will take into account lessons learned during the driver GLS project.	JACS
21	Complete ACT Graduated Driver Licensing review	The final GLS model was announced by Minister Rattenbury in August 2019 and commenced on 1 January 2020. The new licensing scheme for learner and provisional drivers in the ACT introduces a number of new requirements that must be satisfied before a person can obtain a provisional car licence, for example: required supervised driving hours and hazard perception testing. Additional requirements were also introduced during the first year of provisional drivers for provisional drivers 25 and under, for example: late-night peer passenger restrictions.	JACS
22	Develop culturally appropriate road safety awareness material targeted at Aboriginal and Torres Strait Islander people	The ACT Road Safety Fund provided funding for the Aboriginal Legal Service for a pilot of driver training and licensing assistance for Aboriginal and Torres Strait Islander people.  The development of culturally appropriate road safety awareness material will commence in 2020, with the first stage of materials to focus on safe and proper use of child restraints.	JACS

Number	Action Item	Update	Lead agency
23	Consider methods to identify Aboriginal and Torres Strait Islander people in road crash and driver licensing data collection processes	Initial investigation into this process has revealed potential privacy concerns. JACS is working with TCCS, AC and ACTP on an update to the reporting database and will consider appropriate extensions to the current reporting fields to provide more opportunity for robust data analysis.	JACS
<b>Safer Roads and Roadsides</b>			
24	Complete the Streets Planning Guideline	TCCS finalised stage 1 work in 2017. Stage 2 involves applying stage 1 and developing the guidance specifically for new area development and identifying recommendations for changes to the Design Standards for Urban Infrastructure and the Estate Development Code. Stage 2 is the responsibility of EPSDD. The MIS05 guidelines and the proposed Movement and Place Framework support the intent of the streetscape guidelines. The future need for the streetscape guidelines will be considered as part of the implementation of Moving Canberra: Integrated Transport Strategy.	TCCS / EPSDD
28	Undertake a review of breakdown lane issues in the ACT	JACS has commenced assessment of the NSW Breakdown Safety Strategy to consider implications and learnings relevant for the ACT. An awareness campaign will be delivered in 2020 to assist road users to understand the rules and safety tips for breakdowns.	JACS
29	Review speeding penalties in the ACT	JACS has commenced a review of the road transport penalties framework. The review will take between 12 and 18 months. This item will be addressed as part of this review which will form part of the next Action Plan.	JACS
<b>Safer Speeds</b>			
31	Consider further expansion of 40km/h speed limit areas	40 km/h precincts have been implemented in all 18 ACT group centres. TCCS has completed the review of the existing 40 km/h precincts in all 5 town centres; and the recommended expansion of all 5 precinct boundaries has been designed and will be implemented in stages. Belconnen town centre expansion has been completed in 2019. Other town centres will be progressed in 2020 with planned expansion in the City, which will also include parts of Braddon.	TCCS

Number	Action Item	Update	Lead agency
<b>Governance and arrangements</b>			
36	Hold an annual community road safety grants program	<p>In 2019 over \$300,000 was allocated to seven organisations:</p> <p><b>Belconnen Community Service</b> <b>\$67,375</b></p> <p>A pilot project to deliver driver training and support for disadvantaged young learner drivers to progress from pre-learner to provisional driving.</p> <p><b>ACT Veterans Cycling Club</b> <b>\$6,727</b></p> <p>Providing members of the Club with skills to render first aid if they are first responders on the scene of a crash on ACT and regional roads.</p> <p><b>COTA ACT</b> <b>\$25,000</b></p> <p>Publication and distribution of the “ACT Older Drivers Handbook” and “A Guide to Getting around Canberra”, and conducting road safety community events for older drivers in collaboration with ANCAP.</p> <p><b>PKUP Pty Ltd</b> <b>\$47,906</b></p> <p>A road safety public awareness campaign educating, informing and influencing Canberra night-goers about not drinking and driving and to consider a safe option for getting home.</p> <p><b>Swinburne University</b> <b>\$48,188</b></p> <p>A project to develop a campaign targeting people aged 18-25 to promote shared responsibility for road safety, in particular by encouraging drivers to share the road.</p> <p><b>Queensland University of Technology</b> <b>\$48,639</b></p> <p>A project to test educational approaches in the ACT that can potentially improve road user attitudes and reduce aggression toward cyclists.</p> <p><b>MUARC</b> <b>\$62,963</b></p> <p>A behaviour change program aimed at reducing aggression in younger drivers.</p>	JACS
37	Hold an annual Road Safety Forum	The 2019 Road Safety Forum was held in September 2019 focused on regulatory requirements for introducing e-scooters and similar devices in the ACT.	JACS
<b>Corporate Responsibility</b>			
39	Develop and pilot a workplace road safety course	<p>JACS has commenced assessment of workplace road safety strategies in Australian government and industry, for adaptation relevant for the ACT.</p> <p>An awareness campaign will be delivered in 2020 to assist employees and employers in understanding road safety implications for the workplace.</p>	JACS

## APPENDIX B – 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. Since the report was tabled, significant reforms and initiatives have been implemented and rolled out across the ACT in response to the Inquiry. The details of completed items and those that were noted by the Government can be found in previous Report Cards.

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.	<p>As part of the safer cycling reforms introduced in 2015, drivers must give way to cyclists entering or riding across a crossing, including at pedestrian lighted crossings at intersections.</p> <p>In 2015 Roads ACT commenced modification of signalised crossings to start the pedestrian’s walk signal four seconds before drivers were given a green light. Not all intersections are suitable for this treatment, and modifications are considered individually for the environment.</p> <p>The review of ACT road rules is ongoing. The ACT Road Rules are based on national model rules. Changes to these model laws are agreed to through the Transport and Infrastructure Council.</p>			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.	<p>Programs and assets are available to assist parents in teaching children to ride such as the learn to ride centres in Tuggeranong and Belconnen and educational programs such as Big Skills for Small Bikes by Pedal Power. Resources were developed for schools to help increase parents and children’s awareness about safe behaviours around schools.</p> <p>An ACT Road Safety Education Strategy developed by Mr Eric Howard of Whiting Moyne was released early in 2018 and covers road safety education through all stages of life with key risks, interventions and messages identified for each age group. The strategy places parents as 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.</p>			JACS

Number	Recommendation	Update	Lead agency
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.	This is being actioned under item 20 of the Action Plan and will continue as an action item under the next Action Plan. This item will be reported against that item in future report cards.	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.	Investigation into the introduction of a strict liability scheme in the ACT has commenced. This investigation will be further progressed when the effect of the recent reforms to the motor accident injuries insurance scheme are known.	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.	In November 2017 the Transport and Infrastructure Council (TIC) directed the National Transport Commission (NTC) to consider issues surrounding mobility scooters and motorised wheelchairs. Proposed amendments to the Road Rules are expected to be considered by TIC in mid-2020 and if agreed implemented in late 2020 / early 2021.	NTC/JACS



## APPENDIX C – ACT ROAD SAFETY EDUCATION STRATEGY 2018-2025

Implementation Status	Complete/ Implemented ongoing	To be progressed	Commenced and progressing	Well advanced	Noted recommendation
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Number	Action Item	Update	Lead agency
<b>1. ENGAGE WITH PARENTS ABOUT HOW TO PROTECT AND EDUCATE THEIR CHILDREN ABOUT ROAD SAFETY FROM BIRTH TO ADULTHOOD</b>			
1.5	Develop extensive materials to support the greater involvement of parents in supervising their children when learning to drive. Consider including a parent module with the Road Ready Program.	JACS and Access Canberra have an existing publication to support parents when teaching their children to drive - consideration is currently be given to updates as part of the GLS and revision of the pre-learner course (formerly known as Road Ready), with the anticipation of online provision of resources for learner drivers.	JACS
<b>2. BUILD A POSITIVE ROAD SAFETY CULTURE IN SCHOOLS AND EARLY CHILDHOOD SERVICES AND ENCOURAGE THE DELIVERY OF QUALITY ROAD SAFETY EDUCATION</b>			
2.3	Identify resources to meet the needs of ACT schools and early childhood services and encourage the uptake of these materials by schools and centres.	The Health Promotion Branch and TCCS worked with a small number of primary schools (participating in Active Streets) in 2019 to develop an active travel plan for each school community. This work included consulting with school communities to determine what their needs were to deliver tailored support and strategies to increase active travel participation and safety around schools. Learnings from this work is being incorporated in the broader suite of active travel activities directed towards schools.	TCCS, HD & ED
2.4	Develop an ACT road safety education website or webpages for new programs and link with existing programs available.	The New South Wales (NSW) Centre for Road Safety agreed to make the Safety Town website (a road safety education tool for primary schools) content available to the ACT for rebranding and publication.  TCCS has published an active travel toolkit online. The toolkit includes a variety of resources and links to useful active travel and road safety information for use by schools and families. JACS will consider enhancement of online road safety educational resources as part of the next Action Plan.	JACS, TCCS & HD
2.5	Launch new resources and undertake ongoing promotion of the resources.	TCCS' Schools Program has developed an active travel toolkit to provide easy access to a variety of resources. TCCS regularly meets with schools and parents, which will provide opportunities to promote the resources that have been developed and identify gaps where new resources need to be developed.  JACS will consider enhancement of online road safety educational resources as part of the next Action Plan.	TCCS & HD

Number	Action Item	Update	Lead agency
2.6	Establish a monitoring system to determine take up of resources and the effectiveness of programs delivered.	Evaluation and ongoing monitoring will be considered in the development and roll out of resources and education materials.	TCCS & HD
<b>3. INFORM AND SUPPORT NOVICE DRIVERS AND RIDERS THROUGH THE LICENSING SYSTEM</b>			
3.1	Revise the content of the Road Ready Program to ensure it describes and supports contemporary good learner and provisional driver practices for young people and their parents and include some content on “green driving” and enhanced content on driving safely around vulnerable road users.	The pre-learner course content (formerly known as Road Ready) has been updated and expanded to reference the changes to the GLS and incorporate the recommendations from the 2014 review of the program by CARRS-Q. The new pre-learner content will commence delivery by mid-2020.	JACS
3.2	Prepare communications to explain the risks associated with late night driving and driving with peers among newly licensed provisional drivers.	This information has been incorporated into the community consultation phases and implementation of the Graduated Licensing Scheme Review. An awareness campaign was developed that included information about the risks for new and young drivers.	JACS
3.3	Communicate with young people and their parents about the benefits of buying or using a safe car and consider publishing a “Safe First Car List” of affordable four or five star new and used cars.	Joint JACS /ANCAP campaign was developed in July 2017 and redistributed in November 2018 to raise awareness about the safety benefits of newer cars for older and younger drivers. A safe first car list was developed and published online and via social media in March 2020.	JACS
3.4	Review what programs or measures can be implemented to support disadvantaged young people who may have difficulty achieving extensive supervised driving.	The Road Safety Fund has provided grants to various community organisations to develop pilots for delivery of learner driver training. The 2018/19 Budget secured funding to provide free attendance at the ACT Safer Driver Course for at least 60 disadvantaged or Aboriginal and Torres Strait Islander people per year.	JACS
3.5	Undertake targeted community education to explain the road safety benefits to novice drivers and riders of any changes to the licensing system.	This information was incorporated into the community consultation phases and implementation of the Graduated Licensing Scheme Review. An awareness campaign was developed that included information about the risks for new and young drivers.	JACS

Number	Action Item	Update	Lead agency
<b>4. ENCOURAGE THE ADOPTION OF SAFER BEHAVIOURS AMONG HIGH RISK GROUPS</b>			
4.3	Work with the Office of Ageing, Community Services Directorate to encourage greater mobility planning among older road users to facilitate a good transition to non-driving if they need to stop.	Funding was provided through an ACT Road Safety Fund grant in 2016 to establish and facilitate an education program for seniors which aims to increase road safety by providing information on driver safety, pedestrian safety, planning for a successful transition from driver to non-driver; and alternative transport options.  COTA also received a grant in 2019 to provide education to older drivers including to update the <i>Older Driver Handbook</i> and the <i>Guide to Getting Around Canberra</i> , as well as to display crash cars in partnership with ANCAP.	JACS / COTA
4.4	Work with MRA and other relevant motorcycle groups to encourage the purchase of motorcycles with ABS, and the greater use of protective and high visibility clothing.	Preliminary discussions have been held with MRA ACT to progress this item.	JACS
4.5	Implement an awareness program for cyclists and pedestrians about their responsibilities when using shared paths.	The ACT Road Safety Action Plan 2016-2020 includes an action item to expand and enhance the Share the Road campaign. A specific campaign about safety whilst using e-scooters and similar devices was developed and distributed in December 2019. This action item will continue to be delivered and expanded as part of the ACT Government's commitment to Vision Zero.	JACS
<b>5. ENCOURAGE SAFE BEHAVIOURS AND UNDERSTANDING OF THE SAFE SYSTEM</b>			
5.1	Continue campaigns to support and promote police enforcement, especially related to drink and drug driving and speeding to increase the level of deterrence	JACS and ACT Policing coordinate efforts in enforcement and awareness campaigns through a shared Road Safety Calendar each year. A campaign about the risks of drug driving was updated in response to the changes to cannabis laws in the ACT.	JACS and ACT Policing
5.2	Implement campaigns targeting the general public and also specifically targeting organisations with fleets, about vehicle safety.	JACS and ANCAP promoted the Safer Vehicle Save Lives campaign and also developed a Safe First Car list for new drivers. This item will be continued within the Safe Vehicles focus of the next Road Safety Action Plan.	JACS

Number	Action Item	Update	Lead agency
5.3	Develop public engagement programs and information about the impact that travel speeds have on crash outcomes, especially for vulnerable road users.	The ACT Government is committed to addressing the significant and important issue of speeding on our roads. JACS is working with TCCS and ACT Policing on ways to better collect information on the impact on travel speeds in crash outcomes with vulnerable road users. A comprehensive speeding campaign is being developed for broadcast in 2020-21. The issue of speeding will be a key focus of the next Road Safety Strategy.	JACS and ACT Policing
5.5	Develop education and information materials for key stakeholders and government departments about the safe system and what it means.	JACS hosted a Road Safety Forum focused on safe system principles with attendance from key stakeholders and government departments. Further resource materials about safe system principles will be incorporated into the next Road Safety Strategy and Action Plan.	JACS
5.6	Encourage all employers to develop workplace related road safety policies covering safe road use and safe vehicles for staff travelling during work hours or when travelling to and from the workplace. This should include a specialised version/s for the freight industry.	JACS has commenced assessment of workplace road safety strategies in Australian government and industry, for adaptation relevant for the ACT.  An awareness campaign will be delivered in 2020 to assist employees and employers in understanding road safety implications for the workplace.	JACS