ACT Government

# ACT Road Safety Advisory Board
# **end of term report 2019-21**

Produced by the Transport Canberra and City Services Directorate. Enquiries about this publication should be directed to the Transport Canberra and City Services Directorate.

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We acknowledge the Traditional Custodians of the ACT, the Ngunnawal people. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

# Contents

# Background

This report provides an overview of the activities performed by the Road Safety Advisory Board during its three-year term. The Board's term commenced on 4 December 2018 and ends on 3 December 2021.

The ACT Road Safety Advisory Board is a non-statutory body comprising of eight members responsible for advising the Minister for Road Safety on road safety issues and providing recommendations on the distribution of funds from the Road Safety Fund.

The ACT Road Safety Fund is made up of road safety contributions collected from each ACT vehicle registration. The Fund was established to fund projects and initiatives related to road safety research and education and road trauma prevention in support of the ACT Government's road safety strategy.

Funding is available for a range of activities including road safety programs and rehabilitation services, road safety education and public awareness campaigns, research, road safety audits and feasibility studies into road design and construction. Grant rounds are run annually for small to medium sized projects up $50,000. A larger project up to $100,000 may be considered subject to available funding. Any individual, community or private organisation, university or government entity may apply for funding.

The members of the Board for this term, were appointed by the Minister for Justice, Consumer Affairs and Road Safety.

# Appointments

## Chair:

The Chair of the Board is a position-based appointment held by the Director-General of the Directorate responsible for road safety.

Mr Richard Glenn, Director-General of Justice and Community Safety Directorate (4 December 2018- December 2020)

Alison Playford, Director-General of Transport Canberra and City Services (December 2020- 3 December 2021)

## CTP Insurer representative:

This is a permanent position held by a representative of IAG Limited. IAG Limited is the parent company of NRMA which is one of four CTP insurance providers in the ACT.

Katherine Hopman, Manager of Road Safety and Regulatory Policy, IAG Limited

## CTP Insurer representative:

This is a permanent position held by a representative of Suncorp. Suncorp is the parent company of AAMI, GIO and APIA which are three of the four CTP insurance providers in the ACT.

Jonathon Davies (29 Jan 2019- March 2021)

Daniel Wilkinson, Executive Manager ACT CTP, Suncorp (March 2021-3 December 2021)

## Road Safety Expert:

ACT Policing fills one of the Road Safety Expert positions. This position is a position-based appointment held by Superintendent, Road Policing and Emergency Management and Planning.

Superintendent of Traffic Operations, Corey Heldon, ACT Policing

## Road Safety Expert:

Associate Professor Vanita Parekh holds a Masters degree in Forensic Medicine. She is an Associate Professor (Australian National University), Honorary Senior Lecturer (Monash University) and Adjunct Associate Professor (University of Canberra). Associate Professor Parekh is the current medical Director of Clinical Forensic Medical Services based at the Canberra Hospital. Associate Professor Parekh developed and implemented the ACT Fitness to Drive Medical Clinic and provides clinical services to patients attending the Clinic. Associate Professor Parekh provides clinical services and forensic assessment to people who have been apprehended for alcohol and drug driving and has participated in the ACT Drug Driving Working Group. Associate Professor Parekh is an Authorised Medical Reviewer under the Road Transport (Driver Licensing) (Authorised Medical Reviewer) Appointment 2-009 (No 1).

## Road user representative:

Dr Roderick Katz holds a Masters in Transport Management, is the president of the Bicycle Federation of Australia, instigator of the AustCycle bicycle education program and the current Chairman of the Amy Gillett Foundation. Dr Kats has been a Road User Representative member of the Board since its inception in 2015 and his commitment, experience and expertise provide ongoing value to work of the Board.

## Road user representative:

Ms Jennifer Woods is the Current Vice President of the Motorcycle Riders Association of the ACT, the national president of the Ulysses Club and the Chair of the Ulysses Road Safety Committee. Ms Woods is the Women's Riders Representative on the Department of Transport Motorcycle Safety Committee. Ms Woods has been a volunteer working for the betterment of motorcycle and scooter riders for approximately 13 years. Ms Woods has been a member of the Board since its inception in 2015.

## Road user representative:

Mr James Morgan was a member for the ACT Youth Advisory Council. In this capacity Mr Morgan has represented Canberra youth across many forums and has contributed to the review of the Youth Advisory Council's P-plate submission. Mr Morgan received the Highly Commended Personal Achievement Award at the 2018 Young Canberra Citizen of the Year Awards, in recognition of exceptional leadership, extraordinary dedication and commitment to the Canberra community. As a young person in the ACT Mr Morgan regularly engages with available modes of transport in the Territory, cycling, driving and public transport. Mr Morgan identifies as Aboriginal and Torres Strait Islander. (4 December 2018- 5 November 2019)

Mr James Goodwin has a background in communications, government, and public policy, primarily in the transport, infrastructure, and road safety fields. He is currently Chief Executive of the Australian Airports Association. He was previously the Chief Executive Officer of the Australasian New Car Assessment Program (ANCAP). He has worked in corporate affairs role at Airservices Australia and worked in government relations and communications at the Federal Chamber of Automotive Industries and the Australian Automobile Association (AAA) representing the interests of the motoring clubs and their 8 million road user members and is currently a non-executive director on the Board of St John Ambulance ACT. (5 March 2020- 3 December 2021)

# Community Grant Projects

The ACT Road Safety Fund provides an opportunity for the community to help shape priorities in the ACT for improving road safety. Funding is available for a range of activities which support the ACT Road Safety Strategy 2020-2025.

# 2019

In 2019, the Board received 30 grant applications and allocated $306,799 across the following 7 projects and initiatives.

## First Aid Training and First Aid Kits

### ACT Veteran Cycling Club (ACTVCC) Grant of $6,727

The ACTVCC teamed with Pedal Power ACT, ACT Vikings Cycling Club, Canberra Cycling Club and Triathlon ACT to provide cyclists with the necessary skills to render first aid if they are first responders on the scene of a crash on ACT and regional roads.

A commercial training provider was engaged to conduct two 'Provide First Aid' training courses in March 2021. Training comprised an online component followed by a one-day face-to-face class. A total of 43 individuals received first aid training. All courses were fully subscribed, with many more expressing an interest but unable to participate due to limited class numbers due to COVID 19 restrictions and available funds.

The club now has several first aid kits for use at cycling events including at Stromlo Forest Park to support criterium races, in the club's van which is used at road races, at Narrabundah velodrome to support track racing, and additional kits which can be used at other locations such as for indoor training events. The kits are refreshed as needed when items are used or pass their use-by date. A high quality first aid kit is also provided by the third party first aid officer who attends the majority of ACTVCC cycling races.

## One Too Many

### (PKUP) Grant of $47,906

The 'One Too Many' project is a road safety awareness campaign to educate and influence Canberra night-goers not to drink and drive and to consider their options for getting home if they have had 'one too many'. The campaign is pitched at people heading out particularly over the summer, Australia Day, Easter, and Anzac Day period. The campaign will deliver a range of advertisement to highlight the message.

The campaign will reinforce positive driving behaviour by encouraging Canberra drivers to consider their actions and make positive choices prior to, during and after a night out.

The campaign has been delayed due the venue closures and stay at home orders imposed due to Covid19. The campaign has been scheduled for release in Summer 2021-22.

## RAD Program: Reducing aggressive driving (RAD)in young people

### (Monash University Accident Research Centre (MUARC)) Grant of $62, 963

This program developed a behaviour change program to RAD in younger drivers. It identifies the key triggers for RAD in younger drivers in the ACT and developed a prototype program addressing these using intervention methodology that has been successfully applied in existing behaviour change programs. The last stage conducted a workshop with stakeholders to revise the RAD program. A total of 630 surveys were completed with respondent aged over 18 with a valid driver's licence who drove in the ACT. Overall, the data found evidence of driver aggression in the ACT and isolated several triggers for this behaviour. This was used to produce a RAD program addressing these triggers using intervention methodology. The project was completed ahead of schedule on the 23rd of July 2020.

## Easy P (formally called 'L2P')

### (Capital Region Community Services) Grant of $67,375

The pilot project was designed to provide driving mentoring to 20 disadvantaged young learner drivers to support them to progress to the Provisional driving licence. Disadvantaged young people who have completed the Capital Region Community Services (CRCS) Road Ready program received five professional driving lessons. The program had intended these drivers to receive driving experience sessions, in a vehicle leased by CRCS, with CRCS volunteers.

Five mentors were recruited to the program to act as a mentor driver and provide on-road driving experience. Unfortunately, the volunteer driving component of the program was cancelled due to Covid 19 social distancing and restrictions.

Upon recommencement, the project was adapted with the exclusion of the driver mentoring element but expanded to include the delivery of the Vulnerable Road User Program. Through the Vulnerable Road User program CRCS was able to offer participants the 2 hours course which counted towards 10 hours of driving time.

An evaluation will be completed at the completion of the program.

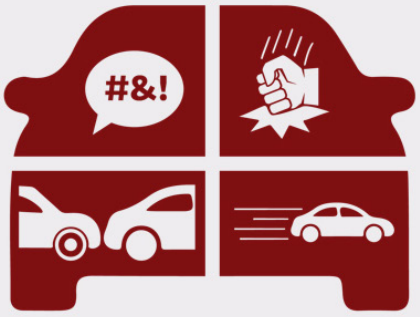
## Vulnerable Road Users Road Empathy

### (Swinburne University) Grant of $48,188

A program to establish a greater sense of the shared responsibility between 18–25-year-old and other road users was developed with the intention to change behaviours that lead to injuries and fatalities by building a greater sense of empathy. This study examined the perceptions and opinions of 18–25-year-olds in relation to road safety from the perspective of being both a driver and VRU.

While road safety campaigns are common in today's media landscape, this study examined a less scrutinised aspect: campaign messaging and its relationship to imagery. It targets 18–25-year-olds through user-centred design (UCD) workshops and rigorous pre-testing activity using eye-tracking technology. It also investigates the benefits of understanding the relationship between different road-users—drivers, motorcyclists, cyclists, pedestrians—specifically in relation to youth.

Development of a campaign design or communication system, including messaging and social media strategies, will be followed by an evaluation of the campaign's effectiveness with young drivers.




RADP

Reducing Aggressive Driving Program

## Seniors Driver Program

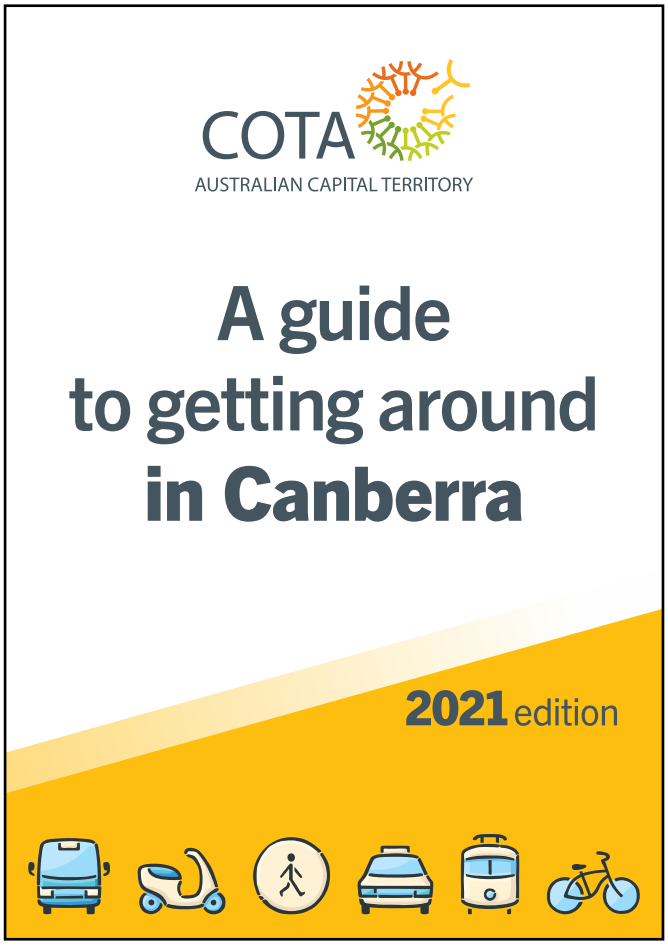
### (Council on the Ageing (COTA)) Grant of $25,000.

This program will provide local and practical education, information, and resources to seniors regarding pedestrian safety, planning for a successful transition from driver to non-driver, and alternative transport options.

The project will publish a revised and updated edition of the Guide to Getting around Canberra and Older Driver's Handbook.

These booklets are designed to enable Canberrans to learn about and navigate all forms of transport available in the ACT. It includes information on costs, eligibility, safety information and accessibility. The ACT has an extensive range of transport options available for seniors, however it can be extremely difficult for them to find information on services and access.

Two community events in collaboration with Australasian New Car Assessment Program (ANCAP) will be planned to follow the easing of Covid 19 restrictions to educate on issues including road safety matters, common crashes involving older Canberrans, reasons for increased vulnerability and road rules. The first event is planned to be the next Seniors Expo.




## Putting A Human Face to Cyclists

### (Queensland University of Technology (QUT) Centre for Accident Research and Road Safety (CARRS)) Grant of $48,639

The current study explored ways to reduce the dehumanisation of cyclists on ACT roads. Putting a human face to cyclists is hoped to improve attitudes, increase support for cycling infrastructure, increase willingness to try cycling and reduce aggression directed at on-road cyclists.

It is hoped by varying the way cyclist are portrayed in the media may also increase community willingness to support the investment in safe cycling infrastructure, reducing the likelihood of conflict in the first place. This could result in a reduction in cyclist road trauma or an increase in public acceptance of cyclists as legitimate road users.

The program conducted web surveys of ACT residents who were displayed different images to portray cyclists to assess whether these portrayals influence the degree of dehumanisation that people express. The aim was to measure whether images of cyclists influence the dehumanisation of them, whether 'humanising public education' campaigns improve attitudes towards cyclists and develop recommendations of how to visually portray cyclists to decrease their dehumanisation.

Following the survey four posters were developed on the topic of the one-metre minimum passing distance requirement in speed zones of 60 km/h or less showing differing views of the cyclist (facing the camera, away from the camera, away from the camera but face visible and a graphical representation of the cyclist). A second survey will be conducted to further gauge views to alternate styles and test the efficacy of educational approaches to improve road user attitudes and reduce aggression toward cyclists in the ACT.

# 2020

In 2020, the Board received 34 grant applications and allocated $263,370 across the following 7 projects and initiatives.

## Cognitive processes implicated in useful field of view task performance

### Australian National University Grant of $7,502

The project will assess how individuals perform on the useful field of view task to bridge the divide between practical driving competency assessments and theoretical models of visual-cognitive processing. The useful field of view task is one of the best assessments of driving competency in older adults, strongly predicting the chance of a person having a car crash. Little is known about the cognitive processes involved in completing the useful field of view assessment. Administering the useful field of view task alongside alternative cognitive assessments will help explain the cognitive process involved. Overall, the project will study 240 participants, sampling both young and old adults separately.

## Safety Evaluations of Seagull Intersections in the ACT

### (Australian Road Research Board) Grant of $46,250

The project will identify and quantify the road safety issues associated with seagull intersections on the ACT road network to assist in prioritising intersection improvements. The first stage of the study is completed, which quantified the crash rate at seagull intersections. The results of this indicated that seagull intersections have a higher crash risk compared to unsignalized standard T-Intersections in the ACT. These include both fatal and injury crashes. Seagull intersections experienced over twice the number of injury crashes on average compared to unsignalized T-intersections, including a higher fatal crash rate.

The study will also investigate the likely causes contributing to seagull intersection crashes. Before reporting on the findings to inform the development of site-specific and network guidance to address the crash risk at seagull intersections. This will include a final report that provides the rationale and background of the project, methodology, results, and recommendations based on its finding. Overall, this project is intended to provide evidence to identify potential intersection improvements or replacements to reduce the number of accidents at seagull intersections in the ACT.

## Evaluation of the Reducing Aggressive Driving (RAD) program for young drivers

### (Monash University Accident Research Centre) Grant of $66,200

The project will evaluate the immediate and long-term outcomes of the RAD program, focusing on changes in knowledge, attitudes, and behaviour in young drivers. RAD is a behaviour change program designed to reduce aggression in drivers. The program acknowledges inherent differences in human behaviour and focuses on instilling knowledge and modifying the key psychological aspects motivating safer driver behaviour.

The project will deliver the prototype RAD program conceptualised by the Monash University Accident Research centre team in 2019, to 100 young drivers. Evaluate its impact at one and six months after its delivery. A review will then take place and provide recommendations for a potential further rollout of the program to the broader population.

## Video capture and analysis of cyclists using infrastructure in the ACT through machine learning

### (The University of Adelaide Centre for Automotive Safety Research) Grant of $49,500.50

The project will trial a method of using video surveillance, augmented with machine learning to automate the detection of cyclists to enable a greater understanding of how cyclists utilise transport network infrastructure, potentially highlighting conflict events to assist in determining whether video surveillance can be used as a road safety tool. The funded activity will test a method of video surveillance to automate the detection of cyclists. The Centre for Automotive Safety Research and the Australian Institute for Machine Learning have developed a software system that can process recorded video of traffic. The project will work collaboratively with TCCS and Pedal Power ACT.

The project will develop a reliable video camera system. The first stage of the project identified suitable candidate camera systems with a traffic surveillance camera system being purchased. In utilising this system consultation is required to identify suitable locations to use the video surveillance system, relevant permissions will need to be sought in attaching cameras to public infrastructure. Centre for Automotive Safety Researchers will travel to the ACT to mount the camera system before the recordings are condensed so that researchers can analyse them to determine the frequency of cyclist behaviours.

## Identifying the pedestrian and cyclist crash blackspots in the ACT road network

### (Royal Melbourne Institute of Technology) Grant of $27,386

Pedestrian and cyclist crash blackspots refer to a place with a record of either a large number of crashes or crashes with a high severity. The project undertaken by Royal Melbourne Institute of Technology will identify pedestrian and cyclists' blackspots to determine the spatial patterns of accidents which involve pedestrians and cyclists in the ACT. Blackspots will be identified using geographical information sessions and kernel density estimation.

After identifying the crash blackspots, the project will classify the variables and factors that influence the occurrence of accidents and their severity and provide recommendations to enhance the safety of road users by reducing the risk of accidents.

## Enhancing young pedestrian's perceived risk of distraction

### (Royal Melbourne Institute of Technology) Grant of $41, 532

This project will design posters and brochures with messages aimed to increase secondary school children's risk perception and awareness of distraction while crossing the road. The efficacy of the communication will be evaluated with a before-after study with a comparison group method. This will be evaluated using video cameras to capture the behaviour of students, before using education tools. This will be combined with an online questionnaire that will be sent to students to evaluate perceived risk prior to the use of posters and brochures. This will help design the most effective brochures. The project intends to increase young pedestrians' perception of risk distraction while crossing the road more broadly.

## Canberra community slow ride

### (Pedal Power ACT) Grant of $25, 000

The project will promote awareness of the minimum passing distance laws and vulnerable road user safety in collaboration with ACT Policing. Pedal Power ACT will organise and execute a slow ride for cyclists from the Civic area to surrounding suburbs. A slow ride is a deliberately leisurely-paced bike ride along a pre-determined route, using closed roads, which is accessible for riders of all ages and abilities, and all legal types of bikes. The slow ride will be free for participants and will be a collaboration between Pedal Power ACT and ACT Policing.

The purpose of the slow ride is to promote cycling as a means of transport and to promote safe cycling behaviour. The route will include activities that reinforce cycle safety and road safety messages. Police will support riders to conduct helmet checks and provide a cycling safety briefing to all participants. This will include an introduction to basic road safety for children. The ride will be led by police and will be supported by Pedal Power volunteers supporting the ride by recruiting volunteer route marshals. The ride will culminate in an event hub which will include stalls were information and giveaway material about road safety will be available. A videographer will be engaged to develop an event video for ongoing education after the event. The video will be promoted by ACT Policing and Pedal Power ACT on their social media sites. It will be used in other vulnerable road user campaigns as appropriate.

The event has been heavily affected by the COVID- 19 pandemic. The Slow-Ride was to take place at the Canberra Big Bike Ride event but the this was cancelled due to the pandemic. This may mean that the project could be held during the 2022 Big Bike Ride.

# 2021

In 2021, the Board received 27 grant applications and allocated $363,526 across the following 9 projects and initiatives.

## Creating a Salient General Deterrent Effect through Overt and Covert Enforcement Technology

### University of the Sunshine Coast, Grant of $34,820

The project will explore drivers' perceptions and experiences of road rule enforcement cameras and identify the possible advantages and disadvantages of highly visible versus hidden or mixed enforcement operations. It will also develop scenarios of these three conditions for use in a corresponding survey that will aim to quantify possible deterrent effects.

The survey will identify how different types of exposure to road rule enforcement (for both past speeding behaviours and the perceived impact of mobile phone cameras) impact: (a) perceptual deterrence, (b) offending behaviours (both past and future intentions) and (c) recognition of the broader road safety problem. It will also identify how personal factors either promote or dilute the effect of different types of mobile device detection camera signage.

The findings from this project will provide an insight into how to enhance the effectiveness of these cameras by providing recommendations as to whether they should remain covert, be changed to overt or include a mixture of both.

## Comparing e-scooter safety in the ACT and other jurisdictions

### Queensland University of Technology, Grant of $38,412

Rules surrounding e-scooter use differ in different cities and countries. Relatively little is known about rider knowledge, behaviours, and attitudes. This project will explore two emerging safety issues. The first is riding behaviours, knowledge of rules and safety incidents involving e-scooter riders. The second issue is the perceptions and interactions with e-scooters by other road and path users. The project will survey e-scooter riders and other road users in the ACT to compare with findings from recent surveys in Brisbane, Belgium, the Czech Republic, Norway, and Sweden to better understand how regulatory approaches influence safety outcomes for riders and non-riders.

The findings will help inform future approaches to e-scooter safety in the ACT. The survey will collect information about the types of trips undertaken by e-scooters; attitudes towards e-scooters; knowledge of and compliance with road rules associated with e-scooters; safe and risky behaviours when riding/interacting with e-scooters, and characteristics and factors contributing to safety incidents involving e-scooters.

## Identifying impacting factors of road network and land use correlated with accidents of vulnerable road users

### University of Wollongong, Grant of $41,798

The project will establish an extended vulnerable road user (pedestrians and cyclists) crash dataset by integration of crash data with relevant road network features and land use information. It will help with understanding vulnerable road users' crashes in both spatial and temporal dimensions based on the extended dataset and will identify key impacting factors relevant to vulnerable road users' crashes. Finally, it will make suggestions on policy regulations and road infrastructure improvement to protect vulnerable road users.

## Long term monitoring of bicycle passing distances in the ACT

### Centre for Automotive Research, The University of Adelaide, Grant of $61,775

This project seeks to build upon the success of a previous project in the ACT exploring bicycle passing distances. 10-20 newly designed passing distance measurement devices (PDMDs) will be deployed in the ACT for long term use by volunteer cyclists to collect data as they travel their usual routes over a period of 12 months. The data collected by the devices will be uploaded to a central database and collated into an accessible interactive web-map. This web-map will provide details about average passing distances throughout the ACT road network and be progressively updated as more and more data is gathered over time.

The grant will allow the Centre for Automotive Research to finalise the development of a PDMD and then construct 10-20 devices. A project website with data upload facility will be developed. 12 months of continuous data collection will occur, with the development of an interactive web-based resource which displays data collected by volunteer cyclists and promotes safe passing distances to the broader community in a one-stop interactive web-based resource.


## Re-evaluating speeding behaviour among ACT drivers: An action theory approach

### Queensland University of Technology, Grant of $9,237

The causes of speeding behaviour will be examined using Situational Action Theory (SAT). The Queensland University of Technology will use SAT to conduct a survey of approximately 600 ACT drivers to discern not only how and why people speed, but also when and for whom speeding countermeasures will have a deterrent effect.

The project will promote and stimulate further research to combat speeding. It will allow a greater understanding of the causal mechanisms underlying speeding behaviour and will more accurately identify who is more likely to speed, why they are more likely to speed, and under what circumstances drivers are more (or less) likely to speed.

## Engaging Parents in Immersive Children's Road Safety Education

### Creativitek, Grant of $38,450

This project will use social media and augmented reality technology to engage parents in children's road safety education. Seven augmented reality social media effects and one augmented reality colouring page will be created to educate kids aged 5-9 about six road safety subjects. Social media advertisement videos will be used to attract parents' attention and to encourage them to try educational augmented reality effects with their children. All effects will be activated on Kidsafe ACT website and social pages (Facebook and Instagram). A colouring in competition will be also organised by Kidsafe ACT using the augmented reality colouring sheet.

The project will use fun and flexible learning experiences to educate children. It will stimulate conversations between parents and their children about safe road behaviours and will encourage parents to be good road safety role models for their children. The project will also attract more attention to the social pages and activities of Kidsafe ACT and will help to develop information pages on their website on pedestrian safety.

## Motorcycle protective clothing in the ACT

### Centre for Automotive Research, The University of Adelaide, Grant of $54,360

This project aims to ascertain levels of protective clothing worn by motorcyclists in the ACT. This will be determined using face-to-face interviews with motorcyclists and scooter riders at locations where they are known to gather or park. Riders will also be asked about what influences their decisions regarding their clothing, as well as whether they are aware of MotoCAP, the motorcycle protective clothing rating system now operating in Australia.

A questionnaire will be developed by University of Adelaide for this purpose. Interviews will be conducted in person so that rider apparel can be inspected rather than relying on self-reporting of usual protective clothing usage. Data collection will include both weekend and weekdays to capture differences between commuting and recreational riders. Riders will be offered entry into a prize draw to thank them for their participation.

The project will result in reliable measures of ACT motorcyclists' use of protective clothing, as well as the reasons behind the choices made. This will provide an opportunity to determine whether interventions are necessary to increase levels of protective clothing being used in the ACT and what the barriers and opportunities are for achieving this.

## Crashes involving older pedestrians in the ACT

### Centre for Automotive Research, The University of Adelaide, Grant of $35,490

This project will examine the overall extent of older (65 years and over) pedestrian crashes in the ACT, examine the characteristics of these crashes (where and why they occur, and the levels of injuries they cause), and make comparisons to crashes involving younger pedestrians (0 and 64 years).

The characteristics of these collisions and a spatial map of the locations will be examined to understand these crashes, in the context of the ACT and its infrastructure. Crash data will be obtained for the ten most recent years available and analysed. This will identify why and where these crashes occur and how they could be prevented. The project will discuss possible countermeasures to prevent the involvement of older pedestrians in crashes and/or mitigate their injuries when they are involved in crashes. The feasibility of countermeasures for improving the safety of younger pedestrians will also be discussed.

## An assessment of ACT road infrastructure for compatibility with Advanced Driver Assistance Systems

### Centre for Automotive Research, The University of Adelaide, Grant of $49,184

The project will involve driving a vehicle equipped with a Mobileye system along major roads within the ACT to assess and record the compatibility of the road infrastructure with Advanced Driver Assistance Systems (ADAS). ADAS comprise various innovative vehicle technologies that have the potential to reduce fatalities and serious injuries on the road network. ADAS provides information to the driver regarding factors such as the current speed limit and can also provide warnings to alert the driver to unsafe events such as lane departure. The effectiveness of some ADAS is reliant on features of the road network such as line markings and signage.

The data collected will be examined and processed to produce a high-resolution digital map that will document where the ACT road transport network is compatible with ADAS - where line markings and speed signage is detected and thus the road is suitable for use by ISA and LDW/LKA systems. Recommendations will be made for improvement to identified parts of the ACT road network.


# Strategic Projects

The ACT Road Safety Advisory Board provided funding for strategic projects aimed at enhancing the delivery of outcomes under the ACT Road Safety Strategy 2011-2020 and the ACT Road Safety Strategy 2020-2025.

# 2019

## Minimum Passing Distance Signs

### (Transport Canberra and City Services (TCCS) and Sustainable Transport Consultants Pty Ltd) Grant of $65,000

New Minimum passing distance laws were introduced in Oct 2018 which requires drivers to provide more than 1 metre of space when passing a cyclist on a road with a speed limit of 60 km/h or below, and 1.5 meters of space when passing a cyclist on a road with a speed limit above 60 km/h. This project produced and installed minimum passing distance signs at priority locations on the ACT road network to reminded motorists of the minimum passing distance required when driving past cyclists.

Locations that were identified as having a low median passing distance and/or high noncompliance rates with the minimum passing laws as identified in the 2019 study undertaken by the Centre for Automotive Safety Research within the University of Adelaide were selected as priority areas. Locations that had a high rate of rear end collision or same direction side swipe collisions with cyclists were also included, as were areas with a high level of cycle traffic.

Funding was provided to engage a consultant to assess the locations identified to determine suitable placement for the signs, considering road geometry and safe sight distances, ground conditions, hazard and risk assessments.

The first stage of the project saw signs being erected at the Cotter-Uriarra loop, Black Mountain, and Mount Ainslie. Those three locations are some of Canberra's most popular and well-used training rides and the venue for major national road events that include the Canberra Tour and the Australian Junior Road Championships. While variable messaging signs have been used there in the past, the ACT government recognised that permanent signs would be a benefit to both cyclists and drivers. The second stage has been completed with an additional ten signs erected on Canberra Avenue, Hindmarsh Drive, Limestone Avenue, State Circle, Fairfax Street West, Northbourne Avenue, Wentworth Avenue, Gowrie Drive, Melrose Drive, and Commonwealth Avenue.

## Post-Collision Test Vehicle

### (ACT Policing) Grant of $10, 000

The grant enabled the purchase a vehicle for use by the ACT Policing Collision Investigation and Reconstruction Team. This unmarked, non-operational vehicle will be used to undertake skid testing post-collision and provide an opportunity for analysing collisions to assist officers to gain a greater understanding of the physics and dynamics of a collision scene.

A dedicated, unmarked vehicle available for this purpose significantly reduces the risks of damage to an operational police vehicle which had been used in the past and frees up the existing operational vehicle for essential road policing activity.

## Aboriginal and Torres Strait Islander Child Restraint Project Stage 1

### (Rachelle Kelly) Grant of $10, 000

Justice and Community Safety Directorate engaged a local Aboriginal and Torres Strait Islander digital artist to develop road safety material that advises the correct use of child restraints. The materials to be delivered include pull-up banners and height charts that demonstrate the appropriate restraint type for a child based on age and how tall they are, along with brochures for electronic and print distribution. The materials are designed to be displayed and distributed at appropriate Aboriginal and Torres Strait Islander organisations, and at a community forum.

The design of the material was based on the height chart concept in the South Australian government project “On the Right Track” that incorporates educational materials with other subsidised and coordinated assistance to the Aboriginal and Torres Strait Islander community.

The materials will emphasise that current laws around child restraints focus on the age of the child (with allowances for the child being too big or small for the next seat) but knowing your child’s height and weight is important to ensure you are not moving them into a new seat too soon or too late to ensure they have the best protection available.

The grants aim to design and produce a life-sized chart/ banner and associated promotion material to appeal to the ATSI community in Canberra to provide information about the correct child restraint for their child. The final product aims to include local language and colours. The grant amount covers printing of 25 posters, 500 double-sided flyers and 3 life-sized banners.

# 2020

## Expanding the Smiley Face Speed Detection Program

### (Transport Canberra and City Services (TCCS)) Grant of $20, 000

In 2016 Transport Canberra and City Services (TCCS) received a grant of $40,000 from the 2016 Road Safety Community Grants Program to undertake a trial of Smiley Face portable speed detecting signs in residential areas.

The initial trial rotated 5 signs to permanent concrete footings at 17 residential streets across the ACT road network (2 signs and 11 footings were purchased using the grant funding).

The signs detect approaching motorists' speeds and respond with a 'Smiley Face' if they are under

The speed limit, and a 'SLOW DOWN' message if they are detected speeding.

The selection of residential streets for the trial was based on a combination of the current travelling speeds on the road and community concerns received to date. Streets identified as having high speeds and with a high number of resident complaints were then shortlisted, and site visits undertaken to determine if appropriate physical locations for the signs could be found on the streets.

Following the trial period an evaluation was completed showing that no matter what speed limit, road classification, or school or non-school zone, the visual reminder provided by the signs has generally reduced speeds and decreased the number of motorists travelling over the speed limit.

The funding provided in 2020 enabled the purchase of one additional smiley face speed detection sign and the purchase and installation of two additional footings at suitable locations on the ACT road network.

TCCS Roads ACT - Traffic Management & Safety committed $30,000 in addition to the $20,000 grant provided by the ACT Road Safety Fund, expanding the delivery of this program.

This enabled the purchase of one additional sign and 6 additional footings. The sites of the new footing locations were assessed based on current traffic data, community concerns and site suitability.

The 6 new footing locations are:

- Plimsoll Drive, Casey
- Archdall Street, MacGregor
- Fullagar Crescent, Higgins
- Empire Circuit, Deakin
- McBryde Crescent, Wanniassa
- Box Hill Avenue, Conder

Completion of the program has increased the total number of footings on ACT roads to 23. There are now 5 Smiley Face Speed Detection signs available to be rotated through the footing sites, as needed, to assist in road safety awareness and speed reduction.

Following the trial period an evaluation was completed showing that no matter what speed limit, road classification, or school or non-school zone, the visual reminder provided by the signs has generally reduced speeds and decreased the number of motorists travelling over the speed limit.