



**ACT ROAD SAFETY  
STRATEGY 2011-2020**

**ROAD SAFETY REPORT CARD 2013**

**Compiled by:**

**Legislation, Policy and Programs Branch  
Justice and Community Safety Directorate  
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**Tabled in the ACT Legislative Assembly by:  
Mr Simon Corbell, MLA  
Attorney-General**

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## **Purpose of report**

The National Road Safety Strategy includes a requirement for each minister responsible for road safety to report annually to their parliament on progress in road safety, including reporting against national performance indicators. This action item is intended to enhance public information on road safety and the implementation status of the national and jurisdictional road safety strategies.

The ACT's first report – since the National Road Safety Strategy was endorsed – was tabled in the Legislative Assembly in August 2013. That report included an overview of the more significant ACT Road Safety Strategy action items that were either completed or substantially progressed in 2012 as well as performance data and road safety issues relating to vulnerable road users and young and novice drivers.

This is the ACT's second report on road safety and is focused on the 2013 calendar year. The report includes performance data and information on key programs and other initiatives delivered or developed in 2013.

## **ACT Road Safety Strategy**

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

The ACTRSS is supported by multi-year action plans which include a range of education, encouragement, engineering, enforcement and evaluation measures (the 'five Es'). The first of these action plans covered the period 2011–2013. A second action plan is currently in development and will cover the period 2014–2017.

## **Agency responsibilities and coordination arrangements**

The Justice and Community Safety Directorate (JACS) is responsible for coordinating and monitoring the implementation of the ACTRSS and its supporting action plans. A number of other agencies are also involved in the development of action items under the ACTRSS, including ACT Policing, Territory and Municipal Services Directorate (TAMS), Health Directorate (HD), Education and Training Directorate (ETD) and Environment and Planning Directorate (EPD).

## Key Programs and Initiatives

This section provides an overview of key programs and other initiatives delivered or developed in 2013.

### Safe People

#### *Road safety awareness campaigns*

- The Government's Road Safety Awareness Program addresses key road safety issues identified in the ACT Road Safety Strategy, including speeding, drink driving, driver distraction, cross border travel and road safety culture change.
- Media channels used include TV, radio, web and social media, and roadside Variable Message Signs. To enhance the effectiveness of the program, road safety awareness activities are broadcast to align with targeted ACT Policing enforcement campaigns.
- A new road safety awareness campaign on driver distraction was launched in August 2013. The *Don't Let the Team Down* campaign includes two separate television commercials, which link the teammate culture of sport with the type of behaviour that is expected on the roads.
- The TV commercials feature a rugby match and a cricket match that are lost due to players who are distracted by their mobile phones and broadcast scheduling has included the ad breaks of sporting events such as the Bledisloe Cup and the 5th Ashes Test.
- In May 2013, as part of the share the road initiative, JACS partnered with ACT Policing and the ACT Emergency Services Agency to launch the *lights and sirens* campaign which promoted the correct action to take when lights and sirens approach.
- Throughout 2013 work was also progressed on development of other campaigns on share the road, tailgating, drug driving and speeding<sup>1</sup>.

#### *ACT Community Road Safety Survey*

- JACS commissioned a community road safety survey in May 2013 which involved a telephone poll of 1,000 ACT residents who were selected using a computer based random selection of the White Pages.
- The survey covered a range of road safety issues, including speeding, drink driving, driver distraction and vulnerable road users. Some of the results of the survey included:
  - 64% of participants rated ACT roads as 'safe' to 'very safe', with only 3% considering that travelling on ACT roads is unsafe.
  - 85% of participants considered that speed limits in the ACT are about right, which was the same result as a previous survey that was undertaken in 2010.
  - 75% of participants agreed that enforcing the speed limit helps to lower the road toll. Police presence was considered to be most effective (86% rating) followed

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<sup>1</sup> The 'Stop Pushing the Limits' speed awareness campaign was launched in July 2014.

by mobile road safety cameras (61%) and point to point cameras (58%). Fixed speed cameras were considered to be the least effective, with just over half of all participants rating them as effective.

- There was a moderate level of agreement that using road safety cameras helps to lower the road toll with 56% agreeing, 28% disagreeing with the remaining being neutral on this statement.
  - 97% of participants stated that they always wear a seat belt and 88% strongly agreed that they are effective in lowering the road toll. The most common reason for not wearing a seat belt was driving short distances, followed by reversing and off-road / farm driving.
  - Despite the well documented risks, 13% of those surveyed reported using a hand held mobile phone when driving – with 4% of drivers surveyed stating that they do this all the time.
  - A high percentage of residents considered that making the roads safe for vulnerable road users should be a medium to high priority, with stronger support for improving road safety as a high priority for pedestrians (66%) and motorcyclists (63%) than cyclists (56%).
- These results indicate that ACT motorists are generally satisfied with the safety of our roads and are mostly doing the right thing. They also demonstrate that most Canberrans understand the role of speed limit enforcement in lowering the road toll.

### ***Alcohol interlock scheme***

- A Bill to establish an Alcohol Ignition Interlock Program (interlock program) was passed by the Legislative Assembly in June 2013. The interlock program commenced on 17 June 2014 and is, primarily, intended to address repeat and high-range drink driving.
- An interlock is a breath test device connected to the ignition of a vehicle to stop it from starting, or continuing to operate, if the driver has a specified concentration of alcohol present in their breath. Interlocks can be fitted to almost any type of motor vehicle. The program seeks to reduce the road safety risk posed by drink drivers to themselves and other road users by preventing the driver from starting or continuing to operate a vehicle fitted with an interlock device if the driver has a specified concentration of alcohol present in his or her breath.
- Participation in the interlock program is a mandatory condition of relicensing for certain high-risk drink driving offenders (high-range and habitual drink driving offenders). For these high-risk offenders, participation in the program may include a court ordered therapeutic component as well as a requirement to drive only a vehicle fitted with an interlock device. Exemptions are available only where special circumstances exist.
- Voluntary participation is an option for other drink driving offenders, who may reduce their disqualification period by agreeing to participate in, and comply with, the interlock program. These offenders may elect to apply for a probationary licence, which will be issued subject to an interlock condition, at any time during their disqualification period.
- For mandatory and voluntary participants in the program there is a six month minimum program participation period, with program participants required to demonstrate a

continuous period of three months compliance with the interlock program and compliance with any treatment order before the interlock condition may be removed. It is estimated that the mandatory program will apply to around 200 people per year.

- Agreements are in place with a number of interlock suppliers for the program, and a number of interlock installers and service providers have been approved.

### ***Expansion of Road Safety Operations team***

- In July 2013, the ACT Government announced the annual Purchase Agreement for 2013-14 and Ministerial Direction for ACT Policing. The Ministerial Direction included a continued focus on road safety issues, particularly in relation to anti-social and dangerous driving behaviours.
- In support of this direction, the ACT Government announced funding of \$5.040 million over four years including approximately \$1.2 million for three additional vehicles and eight officers in ACT Policing's Road Safety Operations Team (RSOT).
- RSOT was introduced in February 2012 as an integrated traffic targeting approach, combining ACT Policing's Recognition and Analysis of Plates Identified operations, Random Breath Testing, and Random Roadside Drug Testing capabilities.
- A key focus of the RSOT is to target and remove impaired drivers from ACT roads. This has been supported through the expansion of the RSOT team with the addition of a dedicated Random Roadside Drug Testing vehicle.

### ***ACT Graduated Licensing Review***

- 2013 ACT road crash statistics show that ACT provisional drivers represented 16% of drivers involved in casualty crashes, despite representing approximately 6% of all ACT licence holders.
- The ACT Graduated Licensing Scheme (GLS) is being reviewed in response to the continued over-representation of novice drivers in ACT road crash data and recent evaluations which show the benefits of additional GLS components in other jurisdictions.
- In New South Wales there was a reported 31% crash reduction in this group of drivers compared with a reduction of 20% for all drivers, following major graduated licensing changes in 2007. These changes included increasing the minimum learner period to 12 months and introducing P1 and P2 licence stages that included passenger restrictions for P1 drivers.
- The main focus of the ACT review is on GLS components already in place in other jurisdictions. These include minimum supervised driving hours, hazard perception testing, night driving restrictions, passenger restrictions, mobile phone or other technology bans, vehicle power restrictions and minimum provisional licensing age.
- Information about the review is on the JACS website. Interested members of the community were invited to attend meetings about the review in June 2013.
- Following this, an ACT driver survey was conducted between 16 April and 30 May 2014 as part of the community consultation on the review. The survey included specific

questions about graduated licensing as well as questions about the community's experiences as novice drivers. These questions are particularly relevant as research has shown that inexperience is a significant factor in the rate of novice driver crashes. Public submissions on the draft review report will be invited.

### ***Ride or Walk to School Program***

- ETD and HD are working in partnership on the Ride or Walk to School program, with 20 schools participating in 2013. This program aims to increase the amount of students walking or riding to school when it is possible for them to do so. It is expected that another 30 schools will be taking part in the program in 2014.
- Southern Cross Early Childhood School, Franklin Early Childhood School and Hughes Primary school are all developing a "learn to ride" facility at their schools to teach cycle safety and develop road safety awareness in students.

## **Safe Speeds**

### ***Reduced speed limits in town centres***

- Speed is highly implicated in a large proportion of serious casualty crashes, and contributes significantly to the severity of all crashes, and in particular, those involving vulnerable road users. Research commissioned by Austroads in 2005 confirmed this, and showed that as a vulnerable road user, the chances of surviving a crash with a car decreases rapidly at impact speeds above 30km/h.
- Following the evaluation of trials of 40 km/h speed limit precincts in Gungahlin and Woden Town Centres in 2012, the TAMS Directorate, implemented a reduced 40km/h speed limit in the Belconnen, Civic and Tuggeranong town centres in June 2013.
- These reduced speed limits apply to areas where there is a high level of pedestrian movement and where there are roads within a minimum of 400 metres of retail and commercial development.

### ***Road Safety Camera Program***

- The ACT Road Safety Camera Program complements police enforcement as part of the Government's speed management approach. The program comprises fixed red light/speed cameras (13), fixed speed cameras (13 cameras at 9 locations), point to point (2) and mobile camera vans (5).
- The introduction of point to point road safety cameras is one component of speed management initiatives in line with the ACT Road Safety Strategy. It is also a measure specifically identified in the National Road Safety Strategy.
- The first point to point camera site at Hindmarsh Drive has been operational since February 2012. A second site at Athllon Drive commenced operation on Friday 6 September 2013.



- On 19 November 2013, the Attorney-General announced that the ACT's road safety camera program would be evaluated. The evaluation was undertaken by the Transport and Road Safety research group at the University of New South Wales. Together with the outcome of the Auditor-General's report – Speed Cameras in the ACT – the evaluation report will be used to identify opportunities to improve the effectiveness of the existing program.
- The 40 km/h areas will help improve safety for cyclists, pedestrians and other road users. The Government recently announced that consideration is being given to introducing 40km/h speed limits in all ACT group centres, such as Erindale and Kippax.

## **Safe Roads**

### ***Local area traffic management treatments in residential areas***

- TAMS supports road safety with Local Area Traffic Management (LATM) measures under the Residential Street Improvement Program. The primary objective of LATM works in residential areas includes reducing speeds and volumes and improving road safety and amenity for residents.
- The consultation process for LATM studies is extensive, with the community consulted in three stages:
  - Stage 1 – to identify the community's issues and concerns on the nominated street/s as well as in surrounding streets;
  - Stage 2 – to obtain the community's comment/feedback on the proposed treatment options; and
  - Stage 3 – to report back to the community regarding the preferred traffic calming scheme and priorities for implementation.
- TAMS completed the following four LATM studies in July 2013:
  - Chisholm, Richardson and Gilmore (Clift Crescent, Heagney Crescent and Hambidge Crescent);
  - Macarthur, Fadden and Gowrie (Coyne Street);
  - Holt (Messenger Street, Trickett Street and Beaurepaire Crescent); and
  - Chapman, Rivett and Stirling (Streeton Drive).
- TAMS will undertake evaluations of the effectiveness of these treatments six months after their implementation. This includes a technical analysis of the scheme's impacts and residents' views of the extent to which the objectives were met.

### ***Melrose Drive/Eggleston Crescent Traffic Signals***

- TAMS has been working with Melrose High School and the broader school community over the past several years about options for improving safety for students who cross Athllon Drive at its intersection with Beasley Street.
- A range of responses have been implemented previously by TAMS and ACTION buses to improve road safety at Melrose High School. These include:



- the introduction of a direct school service from Melrose High School to Tuggeranong Interchange which was aimed at reducing the number of students who need to cross Athllon Drive to catch a bus;
  - modifications to the operation of the traffic lights, including an extended pedestrian crossing traffic light phase to enable students to cross the road without stopping in the central median; and
  - the installation of warning signs advising motorists of the presence of school students.
- In addition to the above, TAMS introduced a reduced 60km/h speed limit in March 2014 which operates between 3:00pm and 3:30pm on weekdays. This was considered to be the most appropriate road safety treatment for this section of road.
  - The variable speed limit has been sign posted using static speed limit signs that include the time of day the 60km/h speed limit applies.

## **Safe Vehicles**

### ***Vehicle safety inspections***

- In 2012/13, vehicle inspectors in the Office of Regulatory Services completed 54,441 on-road vehicle inspections resulting in 2,319 defects being issued or 4.3% of total inspections. The most common faults identified as part of these inspections related to headlights, tyres and ground clearance (vehicles being too low).

### ***Australasian New Car Assessment Program***

- JACS became a member of the Australasian New Car Assessment Program (ANCAP) on 1 July 2013. ANCAP provides consumers with information on vehicle safety through its safety rating program and currently has 23 member organisations, including the Australian, New Zealand and all state and territory governments.

## **Forward Planning**

### ***Development of ACT Road Safety Action Plan 2014–2017***

- During May and August 2013, a series of stakeholder workshops were held to inform development of the next action plan under the ACT Road Safety Strategy. These workshops focussed on safer vehicles, safer people, safer roads and roadsides, safer speeds, and governance arrangements and data.
- The workshops were attended by ACT Policing, NRMA-ACT Road Safety Trust, Pedal Power, NRMA Motoring and Services, Motorcycle Riders' Association, Kidsafe ACT, ACT and Region Chapter of the Australasian College of Road Safety, ACT Government Directorates and other key community, road safety and road user interest groups.
- The draft Road Safety Action Plan 2014-17 will be released for public comment in late 2014.

## Statistical progress

The annual number and rate of road crash deaths and serious injuries and other high-level outcome measures are being used to track Australia's road safety performance over the 10-year life of the National Road Safety Strategy 2011–2020. These measures are also being used to measure performance under the ACTRSS and are presented in this section of this report.

### ACT crash statistics summary

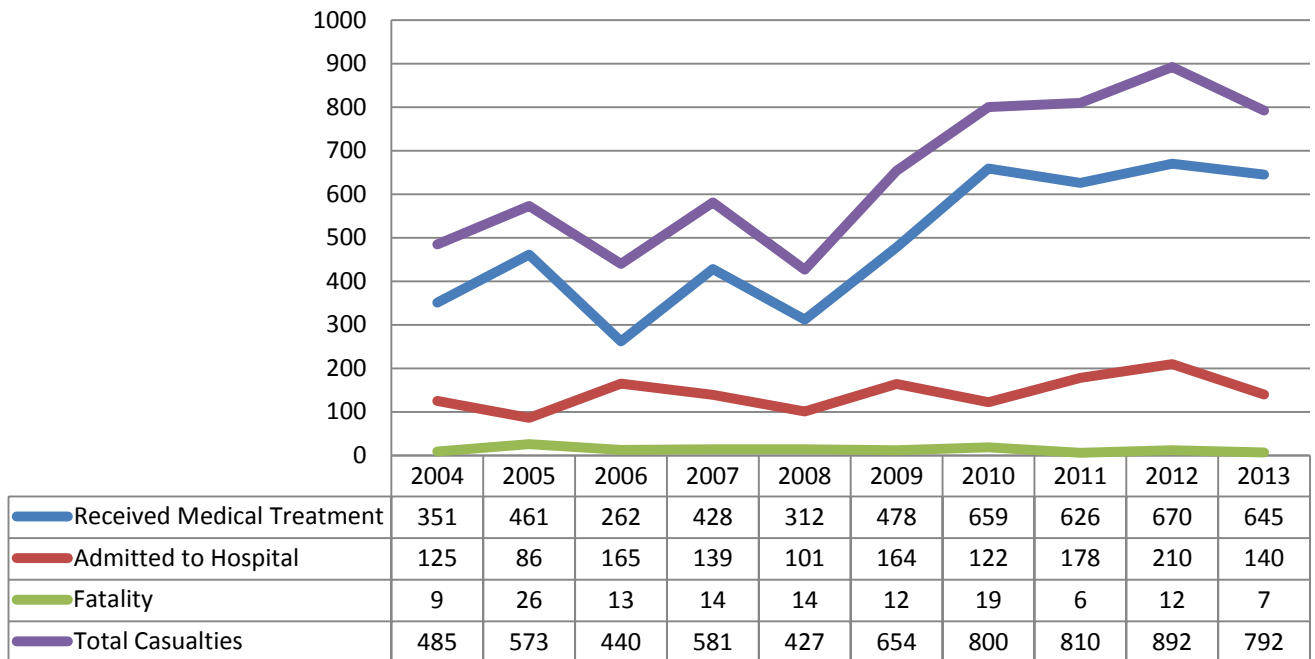
- In 2013, there were 7,863 on road recorded traffic crashes which involved 15,399 vehicles and resulted in 792 casualties, including 7 fatalities and 140 hospital admissions. Crash data for the last five years is set out below.

Calendar Year	Fatalities	Injuries	Total on-road crashes
2009	12	642	7,843
2010	19	781	7,761
2011	6	671	8,484
2012	12	880	8,312
2013	7	785	7,863
<b>Average of years 2009-2013</b>	<b>11.2</b>	<b>751.8</b>	<b>8,052.6</b>

- The number of reported ACT crashes has remained relatively consistent over the past 10 years. During this period, the total ACT vehicle fleet has increased 25%, while from 2006 to 2011 transport modelling suggests there was an increase of 7% in the total number of car trips during the morning peak period. Previous modelling of car trips from 2001 shows a 13.5 % increase during the morning peak over a ten year period.

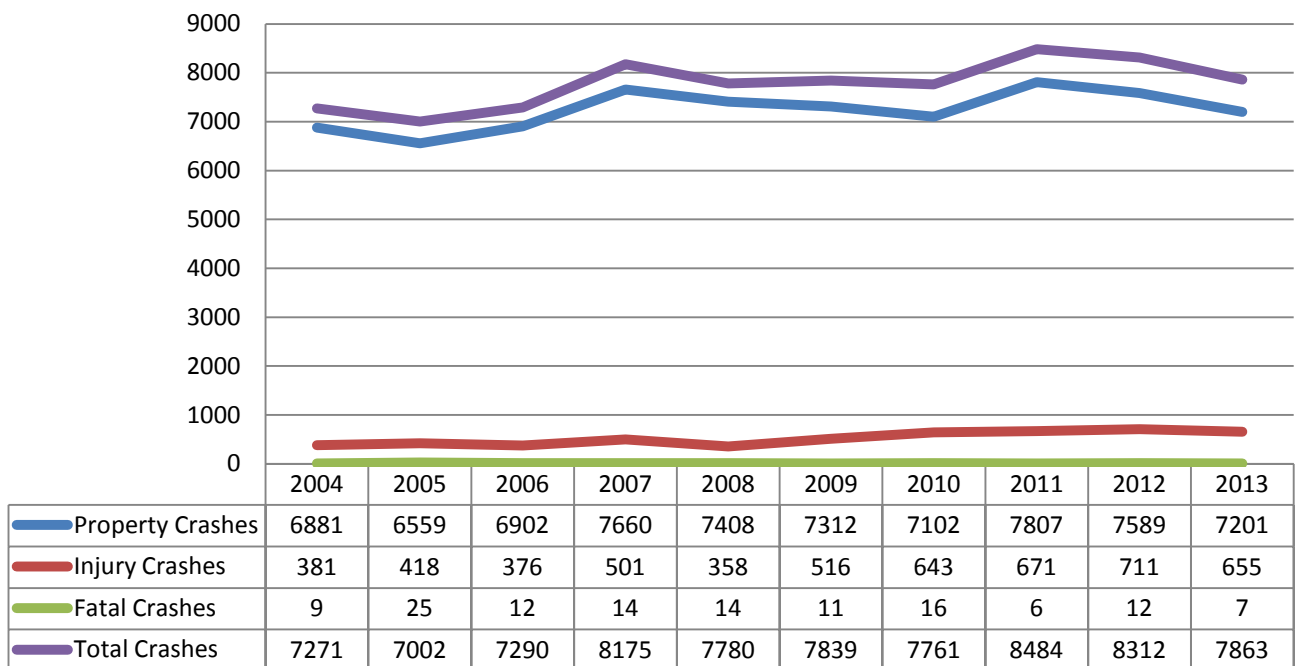
**Table 1.1: Trends in casualties 2004 - 2013**

**Trends in Casualties 2004-2013**



**Table 1.2: “On Road” Crashes Trends 2004 - 2013**

**ACT Crash Trends 2004-2013**

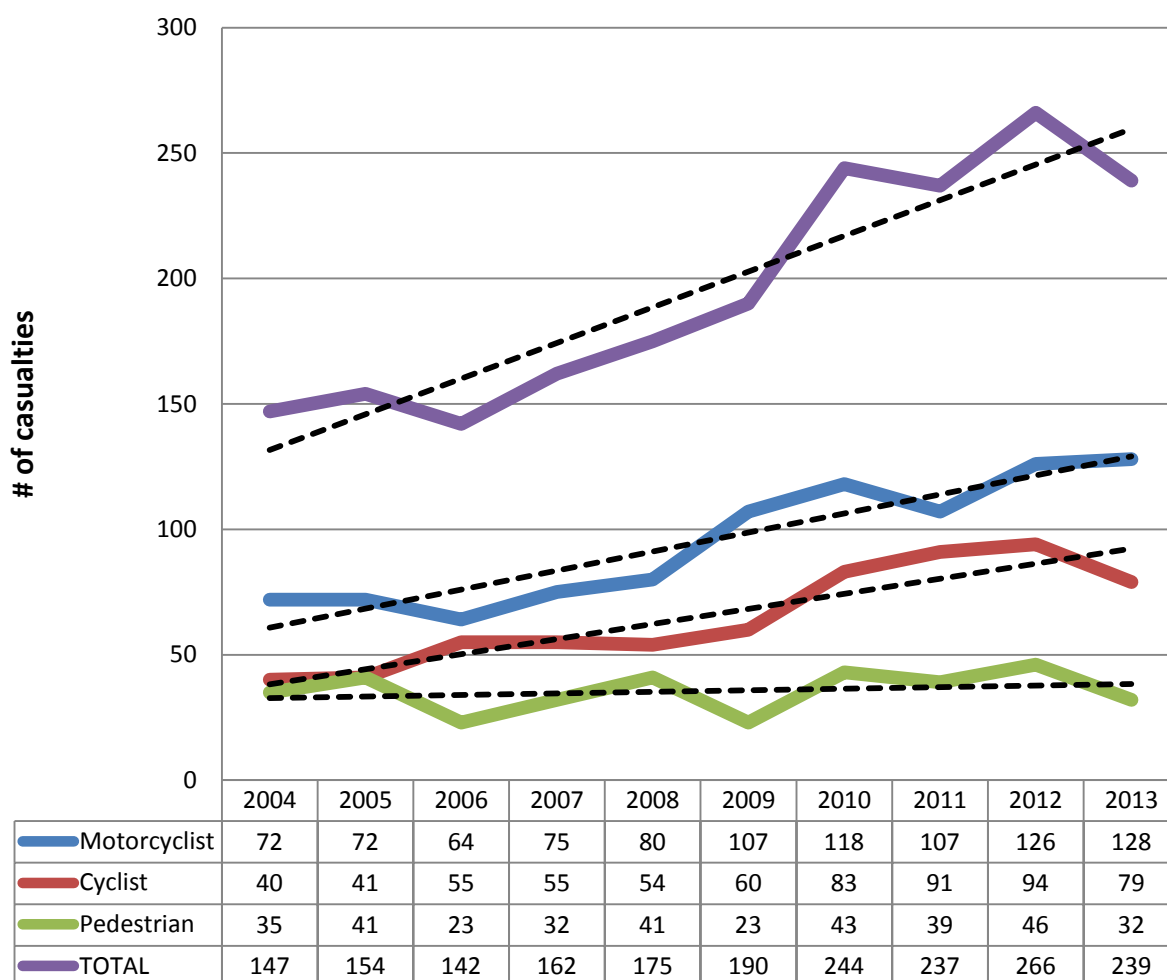


### Vulnerable road users in 2013

- Three fatalities and 236 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 43% of fatalities and 30% of injuries that occurred in 2013. ACT provisional drivers represented 16% of drivers involved in casualty crashes – despite being approximately 6% of licence holders. Provisional drivers were the only licence holder type disproportionately represented in casualty crashes.

Road user	Fatality	Injury	Total Casualties
Driver	2	430	432
Passenger	2	115	117
Motorcycle rider/pillion	2	126	128
Pedal cyclist	0	79	80
Pedestrian	1	31	32
<b>Total</b>	<b>7</b>	<b>781</b>	<b>789</b>

**Table 1.3: Vulnerable Road User Casualties 2004 - 2013**



- The Government is concerned about the increasing number of casualty crashes involving vulnerable road users. The ACT Road Safety Strategy 2011-2020 includes a number of measures aimed at improving road safety for vulnerable road users. These include reduced speed limits in areas of high cyclist and pedestrian activity, road safety awareness campaigns and the continued implementation of on-road cycle lanes as part of new road works and resealing programs.
- ACT Policing and JACS are currently developing a new *Share the Road* campaign which will include messages aimed at encouraging improved interactions between cyclists and motorists by reinforcing the rights and responsibilities of all road users. In addition, JACS is developing an awareness brochure on vulnerable road users which will be included with registration renewal notices. This brochure will include information on the road rules and tips on sharing the road safely.
- The Government is considering the report on the Assembly inquiry into vulnerable road users, and additional measures for protecting vulnerable road users will be included in the next action plan under the ACT Road Safety Strategy which will cover the period 2014 to 2017. A draft of the action plan will be released for public comment.

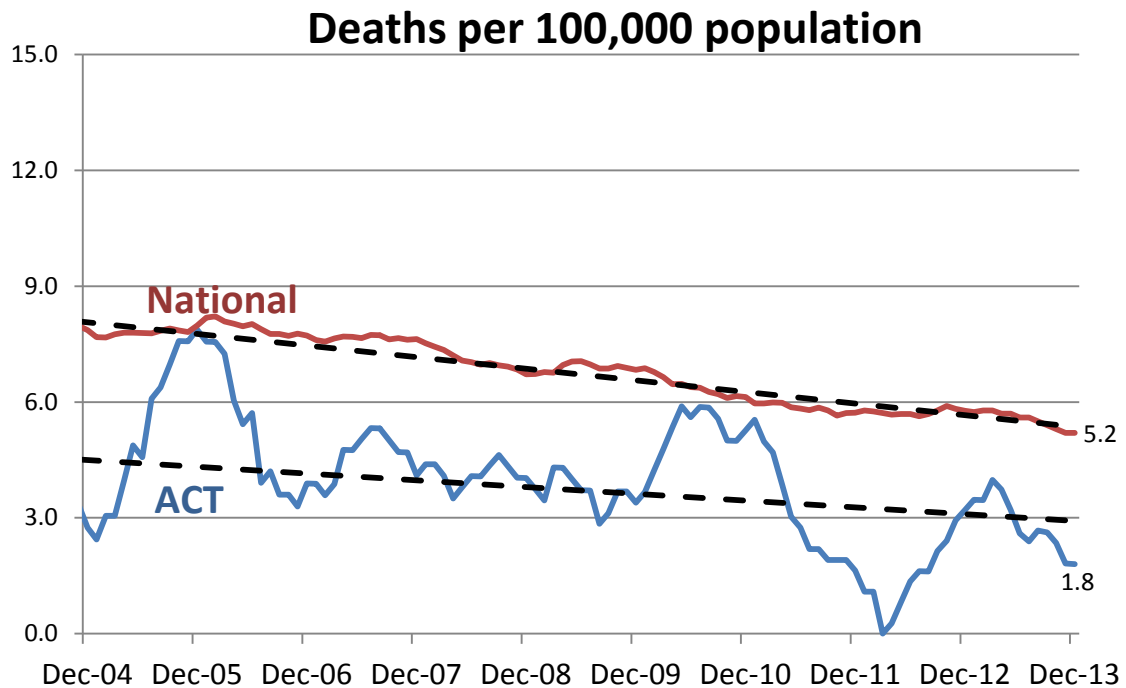
## High level outcome measures

Measure	2012	2013	2013 — nationally	% change per annum (2004–2013) – ACT	% change per annum (2004–2013) – nationally
Number of deaths resulting from road crashes	12	7	1193	-6.3	-3.4
Number of road crashes resulting in deaths	12	7	1106	-6.3	-3.3
Number of deaths per 100,000 population	3.20	1.8	5.2	-7.9	-5.0
Number of deaths per 100 million vehicle-kilometres travelled	0.32	Not available	Not available	Not available	Not available
Number of deaths per 10,000 registered vehicles	0.16	0.15	0.47	-10.0	-6.5

**Note:** The indicators shaded green show the ACT result was better than the result nationally.

**Table 1.4: Rates of Deaths per 100,000 population 2004 - 2013**

- An indicator of the effectiveness of enforcement and regulation to support road safety outcomes is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2013, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 1.8 fatalities per 100,000 population, compared with 5.8 road fatalities per 100,000 people nationally.

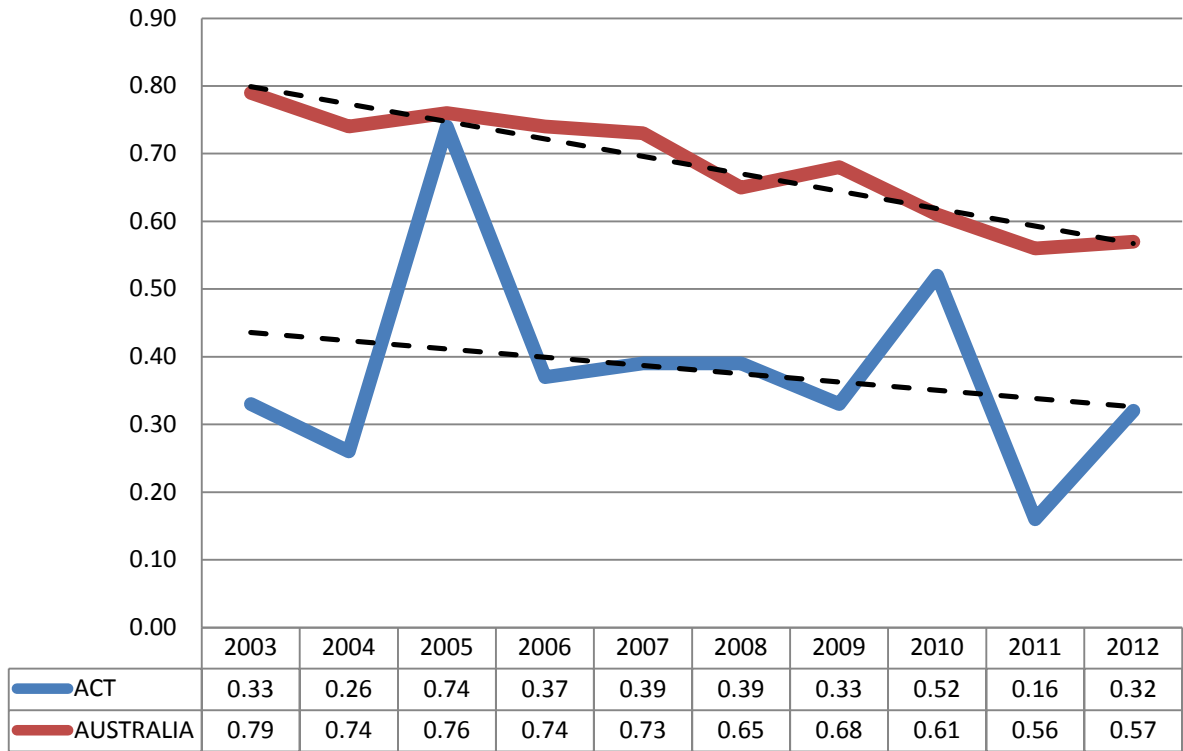


**Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra**

- While these results are welcome and do reflect on the effectiveness of the ACT’s approach, they should also be considered in the context of differences between the ACT and other jurisdictions. In particular, the ACT is predominately urban – with relatively few rural roads.
- The Government will continue to work to improve ACT road safety, building on these encouraging results.

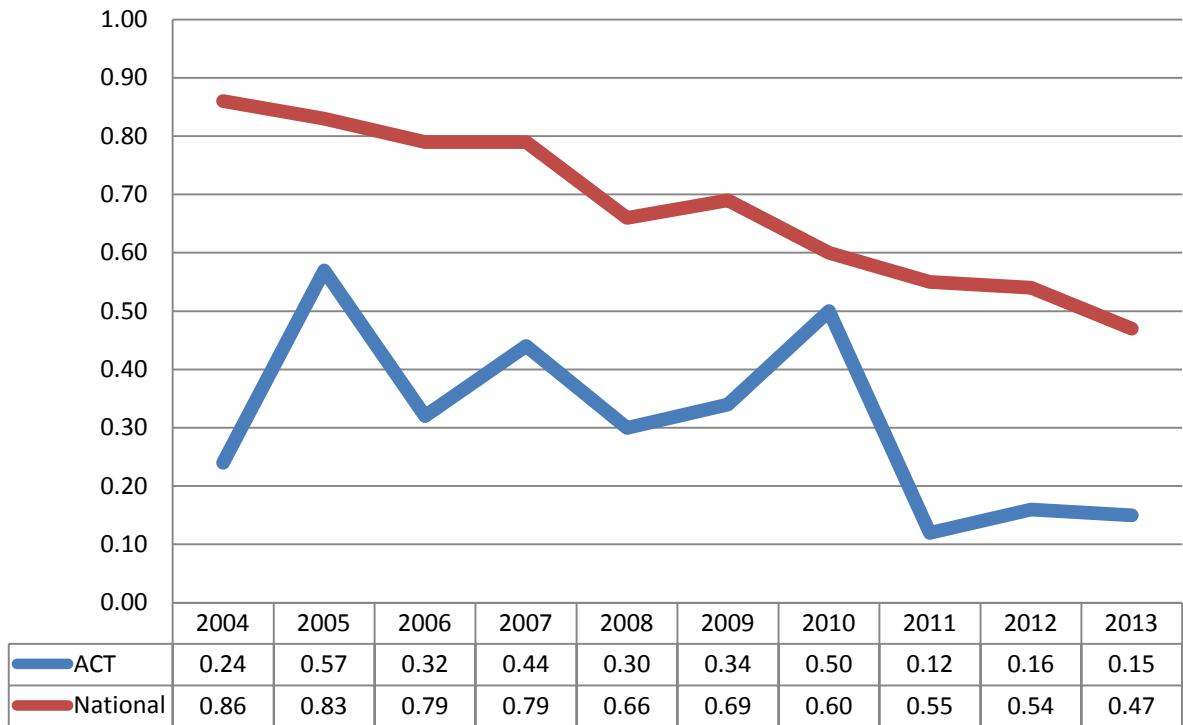


**Table 1.5: Rates of Deaths per 100 Million Vehicle-Kilometres Travelled 2003 – 2012**



Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra

**Table 1.6: Rates of Deaths per 10,000 Registered Vehicles 2004 - 2013**



Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra

## Safety performance indicators

Measure	2012	2013
<b>Safe Roads</b>		
Number of deaths from head-on crashes	0	0
Number of deaths from single-vehicle crashes	8	5
Number of deaths from intersection crashes	5	4
Number of deaths from crashes on metropolitan roads	11	6
Number of deaths from crashes on regional roads	1	1
Number of deaths from crashes on remote roads	Nil	0
Mean free speeds at designated sites across the network	Results from 2012 speed surveys undertaken by Roads ACT show that free speeds (85th percentile speeds) were contained within the posted speed limit in 31% of all surveyed sites.	Results from 2013 speed surveys undertaken by Roads ACT show that free speeds (85th percentile speeds) were contained within the posted speed limit in 48% of all surveyed sites.
Percentage of vehicles speeding by vehicle type and offence category	Data not available	Data not available
<b>Safe Vehicles</b>		
Average age of the ACT vehicle fleet (years)	9.5 years	Light Vehicle = 8.78 yrs Motorcycle = 9.16 yrs Heavy Vehicle = 10.7 yrs
Percentage of new vehicles sold with a 5-star ANCAP rating	Data not available	Data not available
Percentage of new vehicles sold with key safety features	Data not available	Data not available

<b>Safe People</b>		
Number of young driver and motorcycle rider deaths (aged 17-25 years)	1	1
Number of deaths from crashes involving a young driver or motorcycle rider (aged 17-25 years)	1	3
Number of older driver and motorcycle rider deaths (aged 65+ years)	0	1
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ years)	0	2
Number of motorcyclist deaths	3	1
Number of cyclist deaths	1	0
Number of pedestrian deaths	3	1
Number of deaths from crashes involving a heavy vehicle	1	0
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above the legal limit	1	1
Number of deaths from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above the legal limit	2	3
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	1 (suspended)	0
Number of vehicle occupants killed who were not wearing a restraint	1 (no helmet)	2
<b>Safe Speeds</b>		
Number of fatal crashes where speeding was a contributing factor	2	2

