



ACT
Government

Justice and Community Safety

ROAD SAFETY ACTION PLAN 2011-13



ROAD SAFETY
It's Everyone's Responsibility



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Contents

Acknowledgements	4
Introduction	5
Key Initiatives	6
General Measures	7
Safe Speeds	8
Engineering	9
Enforcement	11
Education and Encouragement	12
Safe Roads and Roadsides	14
Safe Vehicles	16
Safe People and Safe Behaviours	18
Education and Encouragement	18
Enforcement	20
Impaired Road Users	21
Restraint and Helmet Use	22
Fatigue and Distraction	23
Specific Road User Groups	24
Heavy Vehicles	29
Indigenous Road Safety	29
Wildlife Crashes	29
Coordination and Consultation Processes	30
Data, Performance Management and Evaluation	34
Consolidated List of Action Items	36
References	42
Footnotes	43

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Introduction

This Action Plan provides further information on the key road safety issues affecting the ACT and provides a list of actions designed to address them. It should be read in conjunction with the *ACT Road Safety Strategy for 2011-2020*.

The ACT Road Safety Strategy outlines three strategic goals. These strategic goals give rise to a set of strategic objectives which reflect the national approach of 'safe system' principles.

Strategic Goals	Strategic Objectives	Education	Encouragement	Engineering	Enforcement
1. Reductions in ACT road trauma that meet <i>National Road Safety Strategy</i> objectives	Safe speeds	✓	✓	✓	✓
	Safe roads and roadsides			✓	
	Safe vehicles		✓	✓	✓
2. An ACT community that shares the responsibility for road safety	Safe people and safe behaviours	✓	✓		✓
3. Agencies and stakeholders working together to improve road safety	Coordination and consultation processes	Support measures			
	Data, performance management and evaluation processes	Support measures			

The *ACT Road Safety Strategy 2011-2020* also identifies themes to address these strategic objectives. This Action Plan includes specific action items to address them.

Action items are classified in terms of the "4 Es" – Education, Encouragement, Engineering and Enforcement (refer to the list at the end of this Action Plan) and the "4 Es" will be used in an integrated way. All measures will be subject to a "5th E" – Evaluation.

Key Initiatives

- Expansion of the ACT safety camera program, including the introduction of point to point cameras.
- Implementation of best practice road safety engineering programs.
- Participation in national programs encouraging the purchase of safer vehicles.
- *An ACT Road Safety Education Strategy.*
- Awareness campaigns targeting priority road safety issues.
- Best practice traffic enforcement.
- Random roadside drug testing.
- Compulsory pre-provisional training for novice motorcycle riders.
- Development and implementation of national models for graduated licensing for novice drivers and novice motorcycle riders.
- Enhanced road safety liaison and coordination arrangements building on the previous Strategy.
- Revised arrangements for the NRMA-ACT Road Safety Trust.

General Measures

Road safety is a shared responsibility. Achieving lasting change requires governments, industry and the broader community to work together.

The aspiration of a fatality and injury free ACT road system needs to be owned by government, stakeholders and the ACT community.

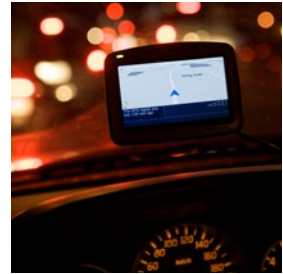
Community engagement under this Action Plan includes programs explaining the *Vision Zero* and safe system concepts, taking account of appropriate language and terminology. These efforts also need to acknowledge that the majority of road users need to be protected from the minority who are irresponsible, not necessarily lumped with them as part of the problem. Culture change is a slow process, so continuity and consistency in effort will be required.

As part of the program of targeted road safety awareness campaigns, covered later in this Action Plan, consideration will be given to the development and implementation of programs to explain *Vision Zero* and the safe system methodology to Canberrans.

- Support cultural change in the community towards road safety, and subsequently improve behaviour.



Safe Speeds



Achieving Safe Speeds is an essential component of the safe system approach. National research indicates that speed management will provide a significant gain in improving road safety in Australia.¹ However, it is also a difficult issue to address, given our fast paced culture and the Australian mindset in relation to speed enforcement.

Speeding increases the likelihood of injury and death in a traffic crash. ACT Policing advises that a speed too high for the conditions is a contributing factor to a significant number of fatal and serious injury crashes occurring in the ACT.

At lower speeds there are fewer crashes because road users (including pedestrians) have more time for decision making, motorists are less likely to lose control, and vehicles have much shorter stopping distances. Also, crashes that do occur result in less severe injuries because of the lower impact energies involved.²

Depending on the nature of the collision, the chances of surviving a crash decrease rapidly after certain impact speeds:³

Type of collision	Impact speed beyond which chances of survival decrease (km/h)
car/pedestrian collision	20-30
car/motorcyclist collision	20-30
car/tree or pole collision	30-40
car/car side impact	50
car/car head-on impact	70

Research has shown that small reductions in average speeds (even one or two percent) result in substantially greater percentage reductions in deaths and injuries. For example, a 5% reduction in speed has been shown to typically result in a 14% reduction in serious injuries and a 21% reduction in deaths.⁴

More extreme speeds involve much higher risks and higher mortality. However, because low-level speeding is much more common it accounts for a substantial proportion of the total harm associated with speeding.⁵

Unfortunately, based on studies carried out in the ACT, speeding is common. Speed surveys undertaken by Roads ACT during 2009 indicated that traffic speeds were contained within the posted limit at only 27% of surveyed sites. This indicates that a proportion of traffic in the ACT continues to travel in excess of the speed limit.

A range of integrated measures are to be progressed under this Action Plan with the aim of establishing safer speeds on the ACT network. These include engineering, enforcement, education and awareness measures.

- Emphasise speed management as a critical component of the safe system approach.

Engineering

Roads ACT uses existing engineering approaches to assist with speed management. This includes a systematic approach for determining, and where necessary reviewing and reinforcing with engineering treatments, appropriate speed limits for roads in the ACT. Speed limits are provided in order to regulate traffic flow and promote safety for all road users.

A review of speed limits and signage on the arterial road network was completed under the *ACT Road Safety Action Plan 2009-2010*. This resulted in adjustments to speed limits on several roads, and additional signage to clarify the applicable speed limit for motorists.

Concerns about speed zoning, speed signage and speed enforcement, especially at work sites, were raised in the consultation process on the *Vision Zero* discussion paper. It was also suggested that the variability of speed limit changes be reduced.

Roads ACT will continue efforts to apply best practice in speed limit setting and application, including at work sites, using national guidelines and standards. Roads ACT will also work to ensure appropriate speed signage at all work sites, through Temporary Traffic Management processes, to reduce driver confusion and frustration.

Australia has relatively high speed limits across much of its road network compared with the speed limits on similar roads in most OECD countries. The development and implementation of national guidelines to assess speed limits on higher-risk roads not amenable to cost-effective engineering fixes is

an action item under the *National Road Safety Strategy* (NRSS).⁶

Roads ACT uses a warrant system to identify the need and priority of traffic calming measures in residential areas. The warrant system takes into account traffic volume, speed, accident history and land use, and is used to prioritise works under the Residential Street Improvements Program.

- Expand engineering measures to support speed management initiatives.
- Implement speed limits on the ACT road network in line with national guidelines and standards.
- Participate in national risk assessment research and develop risk assessment programs for the ACT road network.
- Implement local area traffic management treatments in residential areas.

In line with safe system principles, reduced speed limits should be considered in areas with high potential for conflict with vulnerable road users such as pedestrians and bicyclists. The community's views on reducing speed zones around shopping and community facilities were sought under the *Road Safety Action Plan 2009-2010*. As a result, the Government has agreed to undertake a 40 km/h speed limit trial in the Gungahlin and Woden Town Centres, commencing from mid 2011.

There is also potential to consider the use of shared zones (a specific form of reduced speed limits) where it is appropriate for pedestrians, bicyclists and motor vehicles to share the same road space.

- Implement trials of reduced speed limits in areas with high conflict with vulnerable road users.

Intelligent Speed Adaptation (ISA) is an in-vehicle system that uses GPS information to indicate and/or adapt to the speed limit in force at a particular location. This is already a feature of many vehicle navigation systems on the market. ISA complements the use of traditional speed limit signs, and can support drivers in helping them to comply with speed limits. The NRSS outlines future options including requiring the installation of ISA devices to government fleets, novice drivers or recidivist speeders.⁷

Australian trials of advisory ISA systems are progressing, and are showing promising results. The ACT will continue to monitor the emergence of national best practice in relation to ISA technology and increase its participation in national ISA forums. An ACT position and, if appropriate, preparations for implementation in the ACT will be progressed.

- Participate in national processes for the development of standard Intelligent Speed Adaptation (ISA) systems.

Enforcement

The NRSS outlines measures for best practice speed enforcement, including a combination of on-road policing and speed camera technologies, with a mix of covert and overt strategies.⁸

Speed enforcement by ACT Policing and the Traffic Camera Office is a key action for encouraging motorists to travel at safer speeds. ACT Policing issued 8,532 traffic infringement notices for speeding offences during 2010. Over the same period, over 78 million vehicles were checked and 62,792 infringement notices were issued by ACT fixed and mobile speed cameras.

ACT Policing will continue to maintain, and as resources allow increase, levels of traffic speed enforcement.

The current ACT safety camera program uses mobile speed camera vans, fixed red light/speed cameras at signalised intersections and fixed speed-only cameras on major highways. The development of a program for the implementation of point to point cameras in the ACT has been completed, with the first installation due to be in place early in 2011-12. The effectiveness of the point to point program will be subject to an evaluation report based on pre and post-installation speed and crash data.

During the period of this Action Plan, an overall strategy and guidelines for the gradual expansion of the ACT safety camera program, including the replacement of older camera equipment as required, will be prepared. Subject to Government agreement, the ultimate objective would be to achieve broad coverage on arterial roads of fixed speed and point to point cameras, allowing the mobile cameras to focus on the non-arterial road network. Investigations will also be undertaken into the scope for camera detection technology to detect and/or enforce other traffic offences, such as unregistered vehicles.

- Maintain, and if possible increase, the levels of traffic speed enforcement by ACT Policing.
- Develop a strategy and guidelines for the gradual expansion of the ACT safety camera program.
- Install a network of point to point cameras.
- Consider the use of camera technology to enforce a wider suite of traffic offences, such as unregistered vehicles.

The enforcement strategies used in Victoria, which are based on a decreased tolerance and increased risk of detection, have assisted in changing speeding behaviour. Currently, speed enforcement penalties and tolerances vary

between jurisdictions. An action item in the NRSS is to improve the use of sanctions to more effectively deter people from speeding.⁹

While “low level” speeding should be addressed by a mix of education, encouragement and enforcement measures, strict enforcement measures are required to combat motorists and riders who deliberately speed well in excess of the speed limit.

High level speeding (45+ km/h over the posted speed limit) is of particular concern. These speeds are extremely dangerous to all road users. One option is to render the driver’s vehicle liable to immediate seizure, with the option of forfeiture for repeat offenders, similar to the penalties for burn outs, vehicle racing and menacing driving.

- In line with national developments, develop and implement more effective penalties for speeding offences, particularly in relation to high end speeding.

Education and Encouragement

Changing the public perception of “safe speeding” requires enforcement and education. Speeding is an unacceptable driving behaviour, like drink driving. To improve public understanding of speed and associated issues, and to counter the perception that speed enforcement, particularly by camera technology, is only “revenue raising” will be challenging.

ACT road safety campaigns will be expanded to explain the link between speeding and crash risk, reinforce understanding of the 50 km/h residential and other speed limits, and seek to reduce the general practice of “low end” speeding by motorists. The use of electronic speed feedback signage and warning notices for lower level speeding infractions are options for these campaigns.

An action item in the NRSS is to develop a national public information campaign about the community safety benefits of complying with speed limits. This will provide education resources suitable for use by government agencies and community forums.¹⁰

- Develop and implement ACT public awareness campaigns on speed and speeding.
- Participate in the development of a national public information campaign on speeding.

The Territory and Municipal Services Directorate has previously completed an initial study examining the potential for offenders to attend a Speed Awareness Course. Similar education programs are difficult to evaluate. However, the potential for introducing speed awareness courses will be considered as part of the “lifelong learning” road safety education strategy described in this Action Plan.



Safe Roads and Roadsides



Safety treatments applied to the road and roadside have a major influence in preventing crashes or minimising the consequences of a crash.¹¹

The ACT has a well defined road hierarchy (excluding pre-1960s districts) and a limited amount of “ribbon development” retail centres. This has contributed to the reduced traffic crash rates in the ACT compared to other jurisdictions. Road safety will continue to be a consideration in the planning, design and construction of roads.

Roads ACT has existing programs to manage and improve the ACT road system. Ongoing allocations in the Capital Upgrades and Minor New Works programs specifically for road safety improvements amount to approximately \$300,000 per annum.

Funding of \$966,000 annually is also provided by the Federal Government for the Nation Building Black Spot Program. Black spot programs address problems in particular locations. Evaluations have shown these treatments to be highly effective with a very favourable benefit-cost ratio. As a future step, beyond the timeframe of this Action Plan, the NRSS is also considering the introduction of specific motorcycle black spot programs.¹²

Black Spot programs are usually reactive, and need to be complemented by a proactive approach to building a safe system. Some safety problems can also be improved by “mass application” of relatively low cost and highly effective remedial measures.

Frequent crash types in the ACT include “right angle collisions” (representing around 35% of all casualty crashes), “rear end collisions” (45% of all crashes) and “single vehicle crashes” (11% of all crashes). The mass application of engineering treatments to address the top ACT locations with these crash types has been investigated. Roads ACT has also examined risk assessment and road safety audit methodologies, in line with national discussions. Specific treatment

programs based on these studies are now being progressed. A focus for 2011-12 will be on addressing locations with high numbers of right angle crashes.

Road furniture such as street lights, power poles and signage can cause an exaggerated risk to certain road users, particularly motorcyclists. All new placements and designs should be evaluated to ensure that the chosen type and location of road furniture poses as small a risk as possible to vulnerable road users.

Developing a safe environment is also important for achieving the Government's sustainable transport objectives. However, increasing the number of bicyclists and pedestrians may create greater opportunities for conflict with cars, unless mitigated by safe system engineering solutions. An item in the NRSS is to consider the implementation of infrastructure measures to physically separate bicyclists and motor vehicles on higher-speed roads with significant bicycle usage.¹³

The NRSS also notes that investment decisions are informed by the estimated value of expected safety benefits.¹⁴ National work is underway to develop and adopt improved national estimates for this purpose, based on the willingness-to-pay method. This may lead to improved ACT methodologies in due course.

- Implement safe system solutions, and best practice engineering technology, covering both new and existing roads.
- Continue to deliver ACT projects under the Federally funded Nation Building Black Spot Program.
- Implement risk assessment and road safety audit programs.
- Implement a mass treatment program to address right angle crashes.
- Consider implementation of infrastructure measures to physically separate bicyclists and motor vehicles on higher-speed roads with significant bicycle usage.
- Participate in the development of a nationally agreed approach to applying the willingness-to-pay methodology to value safety.

Safe Vehicles



Issues relating to safer vehicle technology (including for motorcycles) are primarily addressed at a national level, and the ACT continues to be involved in national vehicle standards setting processes. National standards are adopted in the ACT through the *Road Transport (Vehicle Registration) Regulation 2000*.

There is also scope for vehicle safety improvements to be adopted by manufacturers and importers on a non-regulatory basis. The ACT will strengthen its involvement with national best practice in relation to encouraging the take-up of safer vehicles by fleet and private purchasers.

The NRSS notes that efforts will be made to develop nationally agreed fleet purchasing policies, and facilitate the take up of these policies by government and other fleets.¹⁵ The ACT will participate in these discussions and strengthen the safety requirements for vehicles in the ACT Government fleet.

The Australasian New Car Assessment Program (ANCAP) is a mechanism to give consumers information about vehicles that exceed the minimum vehicle safety standards set through the regulatory process. The ACT will participate in the implementation of a national “Stars on Cars” program to promote ANCAP safety ratings to consumers.

A further initiative in the NRSS is to investigate incentives to encourage the purchase of safer vehicles, in particular by young drivers and their parents.¹⁶

These measures are intended to cover the general vehicle fleet. Special arrangements for historic registration and the preservation of heritage vehicles would continue.

The ACT has a continuing vehicle inspection program, which includes random on-road and car park vehicle inspections. Some 56,620 random inspections were undertaken in 2010-11. Vehicle inspections are also required on first registration in the ACT, to clear a defect notice, on transfer

of registration for light vehicles over six years of age, for heavy vehicles (every two years) and for taxis and hire cars (annually). No changes to these arrangements are proposed.

- Encourage best practice in adopting vehicle safety technology.
- Implement relevant national reforms relating to vehicle standards in ACT road transport law.
- Implement relevant improved safety requirements for vehicles in the ACT Government fleet.
- Participate in national public education and incentive programs such as “Stars on Cars” to encourage the purchase of safer vehicles.
- Continue ACT vehicle inspection arrangements.



Safe People and Safe Behaviours



Most road users respect the law, have good safety awareness and use the roads in a sensible manner. But even these people make mistakes, and sometimes these mistakes result in death and injury.¹⁷

One of the strategic goals in the ACT Road Safety Strategy is that the community shares the responsibility for road safety. While making allowance for human error, the safe system approach relies on road users being responsible and operating within the system to the best of their ability.

All road users have a responsibility to share the road system with others. In particular, motorists need to be fully aware of their interactions with more vulnerable road users such as pedestrians, bicyclists and motorcyclists, particularly as the number of bicyclists and pedestrians increases in line with the Government's sustainable transport goals.

This requires efforts to educate and encourage road users to obey the road rules and to be unimpaired and alert when sharing the road with others. It also requires the use of enforcement and penalties to deter road users from breaking the rules, including removing the privilege of road use from those who do not, or can not, comply.

Education and Encouragement

A "lifetime learning" approach to road safety will be developed and implemented under this Action Plan, in an effort to encourage good behaviours. Public consultation on the *Vision Zero* discussion paper supported this approach, particularly in relation to improving knowledge of the road rules. It will also be important to emphasise the positive aspects of driving, rather than focussing only on negative behaviours.

An important part of this approach will be targeted road safety awareness campaigns. Particular efforts will continue to integrate the media, regulatory

and enforcement activities of JACS, ACT Policing and other agencies.

Road safety campaigns will use a variety of media channels, including print, radio and television. Roads ACT is implementing a network of permanent variable message signs to display traffic, road safety and community messages. Portable variable message signs will also be used as appropriate.

Other proposed actions under the “lifetime learning” approach will include improving linkages with child injury prevention efforts, linking road safety into the school education curriculum, continuing to evolve ACT novice driver and rider programs, and providing information at registration and licence renewal. Appropriate courses for offenders will also be considered. Public comments on the *Vision Zero* discussion paper have also suggested that the *Australian Road Rules* need to be reviewed and made simpler, and the ACT road rules theory test made more effective.

An *ACT Road Safety Education Strategy* will be prepared to review current activities and recommended improvements in these areas. The Strategy will also include links with increased sustainable transport use in line with the Government’s sustainable transport goals.

A longer term initiative may be to undertake theory or practical retesting on driver licence renewal, but this needs further investigation.

The development of national road safety education resources is an item proposed to be progressed under the NRSS, but outside the timeframe of this Action Plan.¹⁸ The ACT will consider the outcomes of this work for implementation in the ACT in due course.

- Implement an educational approach to road safety for all road users, with investment in strategic awareness campaigns and lifelong learning measures.
- Develop an *ACT Road Safety Education Strategy*, outlining “lifelong learning” measures for road safety.
- Expand targeted awareness campaigns addressing key road safety issues, including the use of variable message signs.
- Implement permanent variable message signs to display traffic, road safety and community messages.
- Develop and implement a “Share the Road” campaign to encourage motorists to better integrate with other road users.
- Provide information to drivers at registration and licence renewal.

- Research options for retesting of drivers at licence renewal, with careful consideration of the likely costs and benefits and any available evidence of effectiveness.
- Trial best practice resources for road safety education and develop road safety and drug and alcohol resources linking to the ACT school curriculum.
- Work with organisations such as Kidsafe on road safety materials for children and families, including a focus on road safety as bicyclists and pedestrians.

Enforcement

In addition to a broad educational approach, increased traffic enforcement measures will be required. This includes best practice enforcement measures and penalties to deter road users from breaking the rules, including removing the privilege of road use from repeat and high end offenders.

This could potentially include promoting enforcement outcomes and improved mechanisms allowing the reporting of potential offenders by the community. The ACT will also continue to participate in national forums considering best practice interventions for high risk and repeat offenders, and ways to improve the consistency and applicability of traffic penalties across jurisdictions.¹⁹

A particular issue identified in the NRSS, and also by ACT Policing, is the need for increased enforcement of unregistered vehicles and unlicensed drivers. Nationally, unlicensed driving has been identified by police as a factor in about 16% of fatal crashes.²⁰

In this regard, ACT Policing has recently increased its enforcement capability using automatic number plate recognition technology to detect unregistered and stolen vehicles. ACT Policing's RAPID team checked over 856,000 number plates in 2010-11, identifying 1,772 unregistered vehicles and 780 vehicles without compulsory third party insurance, as well as 474 unlicensed, 57 disqualified and 148 suspended drivers.

A clear message from the *Vision Zero* discussion paper was support for increasing police presence to enforce all offences, rather than a perceived over-reliance on speed camera technology. Comments also identified that tailgating was a major issue on ACT roads, and that police should be more active in issuing infringements for this behaviour.

Efforts will also continue to integrate the enforcement, regulatory and awareness activities by road safety agencies, particularly ACT Policing and JACS. Better communication about the aims and objectives of these programs should serve to encourage self-regulation and reduce the need for strict enforcement.

- Support this broad educational approach with targeted, effective and sustained enforcement measures, including an increased focus on visible police enforcement of all traffic offences.
 - Use stringent controls to remove repeat and high end traffic offenders from the road system.
- Continue to focus on best practice traffic enforcement – particularly of speeding, impaired driving, mobile phones and seatbelts – as part of existing ACT Policing processes and targeted campaigns.
 - In line with national discussions, consider revised penalty structures for repeat and high end offenders.
 - Continue to integrate the enforcement, regulatory and awareness activities of JACS, ACT Policing and other road safety agencies.

Impaired Road Users

Drink and drug driving continues to be an issue for the ACT community. Advice from ACT Policing is that the primary contributing factor to serious and fatal crashes in the ACT is impaired driving, generally alcohol, but sometimes in combination with illicit drugs. This has been a factor in almost 50% of fatal crashes in the three year period 2007 to 2009. Of major concern to ACT Policing is the high rate of repeat offenders caught for drink driving.

The Road Transport (Alcohol and Drugs) Legislation Amendment Act 2010 was passed by the Assembly in October 2010. Drink driving reforms restricting the availability of restricted (work) licences, introducing a zero alcohol concentration for novice and special drivers, and introducing immediate licence suspension for high-range offenders commenced on 1 December 2010. Other reforms will be implemented progressively.

Efforts are also required to improve linkages between licensed premises and road safety, police, liquor licensing and health agencies on impaired driving issues. An item in the NRSS is to review the adequacy of operating responsibilities applying to venues for responsible alcohol serving.²¹ In addition, there is a need for a strong focus on the links between enforcement, penalties, offender courses, sentencing and treatment programs. Consideration will also be given to drink walk issues relating to pedestrians.

Legislation for roadside drug testing is now in place in the ACT, and ACT Policing has commenced roll-out of drug driving enforcement, initially at a modest level. Appropriate awareness for this initiative will be included in the program of targeted awareness campaigns.

Proposed actions under the NRSS include reviewing blood alcohol limits applying to certain licence categories, extending the applicability of alcohol interlock programs, and expanding the use of vehicle sanctions for repeat drink and drug driving offences.²² The ACT will participate in these discussions and consider further changes to impaired driving legislation as these proposals are developed.

Impairment issues also result from specific medical conditions which can affect driving ability. The health profession comes across many people who should not be driving for psychiatric reasons, or their pathology, medication or addictions. Outcomes currently rely on self-reporting processes, and there is scope to strengthen linkages between health professionals and driver licensing agencies. For example, consideration should also be given to requiring drink drivers to undertake a health assessment, and if necessary a treatment program for alcoholism.

Work to implement, and promote the use of, best practice Fitness-to-Drive guidelines to improve the management of at-risk and medically-impaired drivers is also an action under the NRSS.²³ The ACT will participate in these discussions and implement nationally agreed best practice as it is developed.

- Focus on impaired driving as a priority area.
- Complete implementation of drink driving legislative reforms, including consideration of an ACT alcohol interlock program.
- Implement and expand random roadside drug testing, including appropriate awareness campaigns.
- Improve cross-agency work on addressing drink driving issues.
- Review drink walk issues relating to pedestrians.
- Consider additional impaired driving reforms arising from discussions under the *National Road Safety Strategy*.
- Participate in national processes for the implementation and promotion of best practice Fitness-to-Drive guidelines.

Restraint and Helmet Use

The majority of ACT motorists always wear seat belts when travelling in motor vehicles. However, a significant minority sometimes do not wear seatbelts, which is a significant risk factor. Nationally, some 28% of vehicle fatalities are unbelted.²⁴

Similar incidents have occurred in the ACT. Three persons killed in 2009 and two persons killed in 2010 were not wearing a seat belt. Enforcement

of seat belt laws is an important priority for ACT Policing, and continued efforts in this area will have a positive effect on the road toll.

Despite being compulsory since 1992, the wearing of bicycle helmets is not regular practice by all bicyclists. Targeted awareness campaigns will occur during the life of this Action Plan.

ACT regulations have required the use of suitable infant and child restraints for many years, and the non-use of restraints does not appear as a concern in ACT road crash statistics. Existing programs by organisations such as Kidsafe that encourage the correct use of infant and child restraints (for example the Infant Restraint Loan Service) are worthy of continued support. Public awareness relating to recent improvements to Australian Road Rule and Australian Standard requirements for child restraints will also be raised.

More generally, child injury prevention is recognised as an important national and international issue. While existing ACT programs mean that there are no particular road safety implications for this Action Plan, these efforts should be maintained.

- Continue to focus on child injury prevention measures, including raising awareness on revised Australian Road Rule and Australian Standard requirements in relation to child restraints.

Fatigue and Distraction

Fatigue does not appear as a major issue in ACT road crash statistics, but is a known contributing factor to road crashes. Recent research found that the number of fatal crashes in the ACT is approximately the same as the number of fatal crashes in NSW involving ACT vehicles or controllers. This research also found that 8% of ACT controllers involved in these interstate crashes were fatigued.²⁵

An item in the NRSS is to develop public information campaigns and education resources about fatigue for all road users.²⁶ Joint awareness and enforcement campaigns for cross-border holiday travel involving NSW and ACT police and other road safety stakeholders will be progressed during the life of this Action Plan.

Fatigue issues affecting heavy vehicle drivers are being addressed by the National Transport Commission, and the ACT will continue to participate appropriately in this work.

Recent research indicates that up to 23% of crashes and near crashes are caused by driver distraction, and these figures will likely increase as more

and more distractions, both inside and outside the vehicle, compete for driver attention.²⁷ Many modern vehicles are fitted with sophisticated entertainment and communication systems, adding to the possible distractions from children and other passengers.

Studies indicate that the use of both hand-held and hands-free mobile phones impair driver performance and increase crash risk.²⁸ Many ACT motorists continue to use hand-held mobile phones while driving despite this being an offence. ACT Policing issued 2,323 traffic infringement notices and 445 cautions for this offence in 2010.

An awareness campaign on driver distraction will be included in the program of targeted awareness campaigns during the life of this Action Plan. The ACT will also consider national initiatives for tighter controls, as well as strengthened compliance with existing laws, in relation to mobile phone use developed under the NRSS.²⁹

- In relation to mobile phone use, consider proposals for tighter controls, and strengthened compliance with existing laws, developed under the *National Road Safety Strategy*.

Specific Road User Groups

Addressing fundamental road safety issues – such as speeding, drink driving and driver distraction – has flow on effects for all road users. However, as covered below, activities will also be undertaken under this Action Plan to address road safety issues of concern to specific road user groups, including motorcyclists, bicyclists and pedestrians.

- Continue liaison with pedestrian, bicyclist and motorcyclist groups and continue to treat these groups as important road users.

Pedestrians and Bicyclists

Pedestrians accounted for 5.4% of ACT casualties in 2010. Of these pedestrian casualties, 30.2% were less than 20 years old. Older pedestrian safety is also likely to become an emerging issue as the ACT population ages.

Bicyclists accounted for 9.4% of on-road ACT casualties in 2010, including two fatalities. Research by the ANU Medical School indicates that bicycle-related road trauma is under-reported to police. Whereas most bicycling casualties involve persons aged less than 20, there is a peak in serious injuries among bicyclists aged 35 to 49 years.³⁰

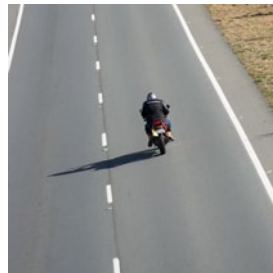
Existing ACT engineering programs maintain and improve pedestrian and bicycle facilities. This is in addition to on-road lanes and paths provided as

part of *Transport for Canberra* cycling and walking investments, the capital works program or as part of new developments. A concern has been raised that there are no footpaths provided in some areas, such as older suburbs.

Faster moving bicycles can create potential conflict with slower moving pedestrians on shared paths. To address this issue, the Government will continue to provide clear markings on cycle paths, introduce safety features like mirrors and lighting, and provide signage aimed at encouraging people to share the paths appropriately.

Road safety issues for pedestrians and bicyclists may also need to be seen in the context of the significant health benefits from encouraging greater physical activity in the community.

- Continue to implement pedestrian and bicycle facilities as part of Government investment programs.
- Continue to implement on-road cycle lanes as part of new road works and resealing programs.
- Continue to provide safety measures on shared paths, including appropriate markings, signage and lighting.



Motorcyclists

Motorcyclists face a fatal crash risk about 30 times higher than car occupants. The severity of injuries faced by motorcyclists is higher than for other road user groups. Data from all jurisdictions indicate that serious crashes involving motorcyclists have increased in recent years.³¹

Over the last five years (2006 to 2010), 17 of the ACT's 71 fatalities involved motorcyclists. Research by the ANU Medical School indicates that a large proportion of motorcycle injuries, even those occurring on roads, are not reported to the police.³²

There has been a growth in the popularity of motorcycling over recent years, which is reflected in the figures for national motorcycle sales and

registrations. There were some 7,500 motorcycles and motor scooters on the ACT register in January 2005, with this figure growing to 9,600 in January 2008 and 12,000 in January 2011.

National motorcycle crash rates, based on deaths of motorcyclists per 10,000 registered motorcycles, show a steady decrease in the same period, and indeed from 1980.³³ This indicates that motorcycle crash rates are largely exposure driven.

Although many road safety countermeasures apply to both drivers and riders, there is also scope for motorcycle-specific countermeasures, including awareness campaigns and engineering treatments. One example would be to encourage the use of the safest helmets and protective clothing for motorcycle and motor scooter riders, in line with national programs under the NRSS.³⁴ Specific campaigns will be considered in the context of the program of targeted awareness campaigns during the life of this Action Plan.

The ACT follows current Australian practice in relation to vehicle safety barriers. Roads ACT is aware of concerns raised by motorcycle groups in relation to certain barrier types and barrier terminals and is committed to adopting revised Australian Standards once they are finalised. Roads ACT will also continue to monitor and review other engineering treatments and maintenance practices causing issues for motorcycle safety.

The ACT system of rider training requires the learner to either hold a current driver licence or to complete the *Road Ready* program and pass the road rules knowledge test. A learner rider course must be completed before a learner motorcycle licence is issued.

The provisional licence assessment can be undertaken after holding a learner licence for at least three months. The learner rider can also choose to undertake a pre-provisional licence training course. If the applicant fails the provisional licence assessment test, they are required to undertake the pre-provisional course before attempting further tests.

A review of ACT licensing and training requirements was completed in 2011, following liaison with motorcycle training and user representatives. A major recommendation of the review was that the pre-provisional licence training course be made mandatory for all novice riders, and this is planned for implementation during 2011-12.

Further to this, items under the NRSS are to review graduated licensing arrangements for motorcycle riders, and investigate options for riders who return to motorcycling after a period of not riding.³⁵ For example, renewal of a motorcycle licence could require recent riding experience, or completion of a rider course. The ACT will consider implementing national best practice on these issues as it develops.

- Make pre-provisional training compulsory for novice motorcycle riders, on a user pays basis.
- Consider other changes to ACT motorcycle licensing arrangements in line with the development of best practice under the *National Road Safety Strategy*.

Novice Drivers

Novice drivers are over-represented in national crash data by a ratio of at least three to one.³⁶ In the ACT, about 44% of all casualties occurred to people younger than 30 years of age in 2010. The largest number appears to be between the ages of 20 and 24, accounting for about 15% of total casualties. In terms of vehicle controllers, those aged under 25 accounted for 28% of casualties.

The ACT already has a number of interventions for novice drivers, including the mandatory *Road Ready* program delivered through the ACT education system, competency-based training and assessment for learner drivers, and the voluntary *Road Ready Plus* program for provisional drivers.

The *Road Ready* program was introduced in the ACT in 2000 and the materials used are due to be reviewed and updated. Plans to develop and implement an additional module to enhance the *Road Ready Plus* program have been progressed, but not finalised. The review of these programs will also consider the linkages between *Road Ready* and the “throughput” to Accredited Driving Instructors, for example in relation to knowledge on the road rules.

To complement the *Road Ready* program, NRMA Motoring and Services has suggested that a one-day Youth Trauma Forum for senior college students be held, similar to events held in NSW. Discussions have commenced with ACT Government agencies as to how this could be implemented in the ACT.

Once novice drivers have completed their training and obtained their provisional driver licence, the role of “educator” moves from the supervising driver or driving instructor to the public at large. Hence, education and encouragement programs for the general motorist are important, as we all have a responsibility to provide a good role model to other drivers.

Long term safe driving is the result of the correct attitude, rather than better skills. While safe driving skills are important, if the driver has the correct attitude to safe driving they are very unlikely to get into a situation where they have exceeded their skill level. Driver education programs should be enhanced to place a greater emphasis on the acquisition of the correct attitude by drivers, with appropriate attitude testing and assessment.

Licensing arrangements and novice driver restrictions vary between the jurisdictions, and there is no established best practice at the present time. An item under the NRSS is to develop an evidence-based model of graduated driver licensing for car drivers.³⁷ The ACT will participate in these discussions and consider implementation of national best practice as it is developed.

- Review and update the *Road Ready* and *Road Ready Plus* courses for novice drivers.
- Consider holding a Youth Trauma Forum in the ACT, similar to events held in NSW.
- Participate in the development of a national model of graduated driver licensing under the *National Road Safety Strategy*, and consider implementation of national best practice as it is developed.

Older Drivers and Older Road Users

Older road users (drivers, passengers and pedestrians) are not over-represented in ACT crash statistics at the present time. In terms of this group, persons aged 70 or more represented 6.6% of total casualties in 2010. In terms of ACT vehicle controllers, there were 638 casualties in 2010. Of these, 36 (5.6%) were controllers aged 70 years or older.

Current national crash rates suggest that older drivers may be over-represented in serious injury and fatal crashes per head of population and distance travelled. It is thought that this relative increase in risk is largely due to different exposure patterns, such as more frequent short trips in an urban environment. Older drivers, passengers and pedestrians are also more fragile (prone to injury in a crash) than younger people.

Although there are higher priority road safety concerns at the present time, road safety and driver licensing authorities will need to be aware of the emerging issues of older drivers and older road users. With changing demographic patterns, this group will present a major challenge for road safety over the next 10 to 20 years. This will require a better understanding of behaviours, travel patterns and crash risk in order to develop effective strategies and programs to support continued mobility and safety.

In terms of existing programs, the ACT requires medical assessments for all licence classes at age 75, and annually thereafter. Medical assessments may also be required where specific medical conditions are reported.

The ACT also has existing awareness programs for older drivers. Information for older drivers is sent out with licence renewals at age 70 and 75. In addition the ACT Council of the Ageing (COTA), has its own programs such as the LiveDrive website.

Gold cards providing free ACT bus travel are available to seniors from age 75 to alleviate mobility difficulties resulting from the loss of a driver licence.

- Continue specific programs for older road users, in conjunction with stakeholder groups.



Heavy Vehicles

While heavy vehicle issues are important, they are not addressed as a key priority in this Action Plan, due to the ACT's relatively small heavy vehicle fleet and limited geographical area. However, the importance of heavy vehicle issues on a national basis is recognised, and the ACT will continue to participate in national discussions on heavy vehicle safety issues.

Indigenous Road Safety

Similarly, indigenous road safety issues are not addressed as a key priority in this Action Plan. However, the importance of these issues in other jurisdictions is recognised, and the ACT will continue to participate in national discussions and initiatives as appropriate.

Wildlife Crashes

Crashes involving wildlife are a small proportion, around 2%, of all casualty crashes in the ACT. This issue is therefore not addressed as a key priority in this Action Plan. Engineering treatments (such as wildlife underpasses) and awareness campaigns will continue to be implemented as appropriate. Also, general road safety interventions such as speed management will benefit a range of crash types, including wildlife crashes.

Coordination and Consultation Processes



The NRSS notes the importance of having an overall management framework, a lead agency and a focus on results to achieve the best road safety outcomes. It also notes that a new International Standards Organisation standard for road traffic safety management systems (ISO 39001) has been developed to assist organisations to define their contribution to this goal.³⁸

Liaison and coordination arrangements have been established under the framework of the previous *ACT Road Safety Strategy 2007-2010*. These arrangements will continue to be developed to clarify roles and ensure coordination of effort between key road safety stakeholders. While matters of detail will always generate discussion, it is crucial that the overall approach is supported by strong alignment between the major road safety stakeholders.

In the ACT, the Justice and Community Safety Directorate (JACS), Territory and Municipal Services Directorate (TAMS) and ACT Policing are the key agencies with responsibilities under this Action Plan. TAMS was previously responsible for road safety policy, awareness campaigns, driver licensing and vehicle registration programs, the processing of payments for infringement notices, and the operations of the Traffic Camera Office, but these functions transferred to JACS from May 2011. TAMS retains responsibility for road safety engineering programs. ACT Policing is responsible for traffic enforcement programs and related media engagement.

Other road safety stakeholders in the ACT include:

- Education and Training Directorate (school based road safety programs)
- Health Directorate (health promotion, trauma care, therapeutic interventions and health data)
- Treasury Directorate (ACT Compulsory Third Party insurance policy)

- Federal Department of Infrastructure and Transport (national road safety linkages)
- Australasian College of Road Safety – ACT and Region Chapter, and
- Specific road user groups, such as those representing motorists, motorcyclists, bicyclists and pedestrians.

An important partnership is that between the ACT Government, community groups and the NRMA-ACT Road Safety Trust. The Trust supports research and other initiatives through a targeted grants program and has allocated over \$20 million to some 340 innovative road safety projects since 1992. A surcharge on compulsory third party policies provides funds for the Trust, with these funds matched by NRMA Insurance.

There is a need to revise arrangements for the Trust as a result of changes to the ACT compulsory third party insurance market and entry of other insurers. There may also be opportunities to establish stronger relationships with academic institutions to support ACT road safety research.

In 2007, the ACT established the Executive-level Road Safety Liaison Committee (RSLC) to:

- Monitor the implementation of the ACT Road Safety Strategy and Action Plan
- Provide regular advice to the Minister for Transport on matters affecting road safety
- Consider new road safety initiatives with potential for ACT implementation, and
- Ensure effective linkages with other agencies on road safety matters.

For this Strategy, the RSLC has been renamed the Road Safety Executive Group (RSEG).

The RSEG is supported by an officer-level Road Safety Task Force (RSTF).

Members of this group:

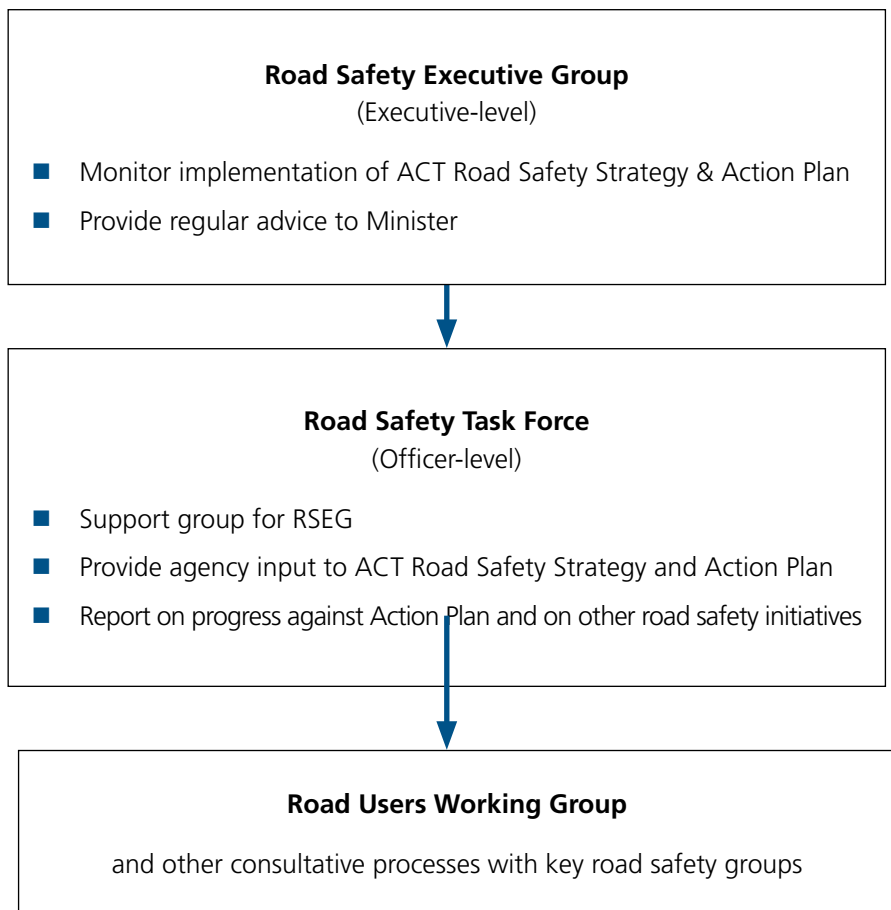
- Act as a working, support and advisory group to the RSEG
- Provide agency input to the development of ACT road safety strategies and action plans, and
- Report on progress against the ACT Road Safety Action Plan and other road safety initiatives in their agency.

Both of these groups consist of senior representatives from the key government agencies responsible for implementing the various engineering, enforcement, education and awareness elements of the ACT Road Safety Strategy and Action Plan.

Separate consultative processes have been established with key road safety groups and stakeholders to allow a range of issues of interest to that group to be discussed and acted upon. The Road Users Working Group, which complements these bilateral liaison arrangements, comprises representatives of NRMA Motoring and Services, the Motorcycle Riders' Association, Pedal Power and Pedestrian Forum.

In addition, the Chief Minister and NRMA Motoring and Services jointly chaired a number of road safety roundtables in 2009 and 2010. The purpose of these roundtables was to bring together key stakeholders and explore how the ACT can adopt a cultural change for the next ACT Road Safety Strategy.

Figure 1 – Arrangements for ACT Road Safety Liaison



All of the above mechanisms are in addition to wider community engagement processes, such as public awareness campaigns and seeking community input and feedback on various issues.

- Obtain strong alignment with key road safety stakeholders on the overall approach to road safety in the ACT.
- Maintain and enhance road safety liaison and coordination arrangements with other agencies and road safety stakeholders.
- Consider the adoption of ISO 39001 (ISO standard for road traffic safety management systems) in the ACT.
- Revise arrangements for the NRMA-ACT Road Safety Trust, as a result of new CTP insurance arrangements.
- Develop, implement and maintain consultation processes to engage the community on ACT road safety issues.

Links with Transport for Canberra

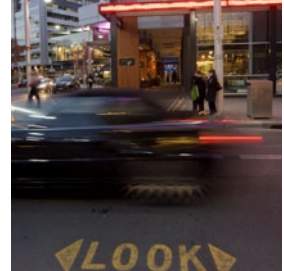
There is a need to strengthen synergies between agencies responsible for road safety and sustainable and active transport policy and planning. There is scope to reduce road trauma by a switch to less dangerous forms of transport, such as public transport. Reducing travel speeds provides benefits in relation to emissions, noise and amenity and fuel consumption, as well as safety for vulnerable road users such as pedestrians and bicyclists.

In this context there are also strong links between road safety and land use planning, as identified in the NRSS.³⁹

The Government is developing a new policy and action plan - *Transport for Canberra*. This plan (previously referred to as the *Sustainable Transport Action Plan 2010-2016*) will draw together transport, land use and climate change policies and programs, deliver the next stage of the *Sustainable Transport Plan (2004)*, and provide a further commitment to the objectives of the Canberra Plan. *Transport for Canberra* will also respond to the many transport-related comments, suggestions and observations from the *Time to Talk* activities in late 2010.

- Strengthen synergies between road safety, land use planning and sustainable and active transport policy and planning.
- Ensure alignment between work for the Road Safety Strategy and *Transport for Canberra*.
- Develop and implement travel demand management strategies to reduce per capita private vehicle travel, and hence overall crash risk.

Data, Performance Management and Evaluation



Road safety improvements need to be evidence based. Efforts are required to improve ACT speed and crash data collection and analysis processes, and to implement evaluation processes for engineering programs and other road safety initiatives.

All traffic crashes in the ACT are required to be reported to ACT Policing, and data from police reports is entered into the TAMS traffic crash database to inform road safety programs. A computerised SmartForm system is now in place replacing the paper-based forms previously used by members of the public and police officers in reporting crashes. Work is underway to integrate the electronic SmartForm data with the TAMS traffic crash database.

A performance management framework to support the NRSS is being established, and the ACT will continue to contribute to this work. A suite of robust ACT performance indicators will be developed as part of this process. On a national basis, this work will also require the adoption of consistent road crash classification definitions and the development of an improved national serious injury database.⁴⁰

Under the performance management framework for the NRSS it is also intended that each Minister responsible for road safety, at a Federal, State and Territory level, will report annually to their respective parliaments on progress in road safety, including relevant safety performance indicators.⁴¹

The ACT participates in national road safety forums, such as the National Road Safety Executive Group and the Austroads Safety Task Force. These groups provide direct access to road safety professionals in other jurisdictions and national research into best practice road safety interventions, including work under the NRSS. These groups report to Australian Transport Ministers through the Standing Council on Transport and Infrastructure (SCOTI).

The National Road Safety Council also reports to SCOTI, and has been established to raise the profile of road safety as a major public health issue across the wider community.

An additional initiative in the NRSS is to consider the scope for road safety management capacity reviews within each jurisdiction. Similar reviews overseas have allowed improvements, even in well performing countries such as Sweden.⁴²

- Implement best practice data, performance monitoring and evaluation processes.
- Upgrade the TAMS traffic crash database to accept electronic SmartForm data input.
- Implement best practice evaluation processes for engineering programs and other road safety initiatives.
- Develop a suite of ACT road safety performance indicators to support the *National Road Safety Strategy* performance management framework.
- Provide reporting to allow the ACT Minister responsible for road safety to report annually to the Legislative Assembly.
- Continue to contribute to national road safety forums, including the National Road Safety Executive Group and the Austroads Safety Task Force.
- Consider the scope for a road safety management capacity review to be undertaken in the ACT.

A consolidated list of Action Items under the ACT Road Safety Action Plan 2011-2013 is provided in the following tables.

Consolidated List of Action Items

Safe Speeds

Action	Education	Encouragement	Engineering	Enforcement	Agency
Implement speed limits on the ACT road network in line with national guidelines and standards.			✓		TAMS
Participate in national risk assessment research and develop risk assessment programs for the ACT road network.			✓		TAMS
Implement local area traffic management treatments in residential areas.			✓		TAMS
Implement trials of reduced speed limits in areas with high conflict with vulnerable road users.			✓		TAMS
Participate in national processes for the development of standard Intelligent Speed Adaptation (ISA) systems.			✓		JACS, TAMS
Maintain, and if possible increase, the levels of traffic speed enforcement by ACT Policing.				✓	ACT Policing
Develop a strategy and guidelines for the gradual expansion of the ACT safety camera program.			✓	✓	JACS, TAMS
Install a network of point to point cameras.			✓	✓	JACS, TAMS
Consider the use of camera technology to enforce a wider suite of traffic offences, such as unregistered vehicles.				✓	JACS, ACT Policing
In line with national developments, develop and implement more effective penalties for speeding offences, particularly in relation to high-end speeding.				✓	JACS
Develop and implement ACT public awareness campaigns on speed and speeding.		✓			JACS, ACT Policing
Participate in the development of a national public information campaign on speeding.		✓			JACS, ACT Policing

Safe Roads and Roadsides

Action	Education	Encouragement	Engineering	Enforcement	Agency
Continue to deliver ACT projects under the Federally funded Nation Building Black Spot Program.			✓		TAMS
Implement risk assessment and road safety audit programs.			✓		TAMS
Implement a mass treatment program to address right angle crashes.			✓		TAMS
Consider implementation of infrastructure measures to physically separate bicyclists and motor vehicles on higher-speed roads with significant bicycle usage.			✓		TAMS, ESD
Participate in the development of a nationally agreed approach to applying the willingness-to-pay methodology to value safety.			✓		JACS

Safe Vehicles

Action	Education	Encouragement	Engineering	Enforcement	Agency
Implement relevant national reforms to vehicle standards in ACT road transport law.			✓		JACS
Implement relevant improved safety requirements for vehicles in the ACT Government fleet.			✓		JACS and others
Participate in national public education and incentive programs to encourage the purchase of safer vehicles, such as "Stars on Cars".		✓			JACS
Continue ACT vehicle inspection arrangements.				✓	JACS

Safe People and Safe Behaviours

Action	Education	Encouragement	Engineering	Enforcement	Agency
Develop an <i>ACT Road Safety Education Strategy</i> , outlining “lifelong learning” measures for road safety.	✓				JACS, DET, ACT Policing
Expand targeted awareness campaigns addressing key road safety issues, including the use of variable message signs.		✓			JACS, ACT Policing
Implement permanent variable message signs to display traffic, road safety and community messages.		✓	✓		TAMS and JACS
Develop and implement a “Share the Road” campaign to encourage motorists to better integrate with other road users.		✓			JACS, ACT Policing
Provide information to drivers at registration and licence renewal.		✓			JACS
Research options for retesting of drivers at licence renewal, with careful consideration of the likely costs and benefits and any available evidence of effectiveness.	✓				JACS
Trial best practice resources for road safety education and develop road safety and drug and alcohol resources linking to the ACT school curriculum.	✓				DET
Work with organisations such as Kidsafe on road safety materials for children and families, including a focus on road safety as bicyclists and pedestrians.	✓				JACS, DET, ACT Policing
Continue to focus on best practice traffic enforcement – particularly of speeding, impaired driving, mobile phones and seatbelts – as part of existing ACT Policing processes and targeted campaigns.				✓	ACT Policing
In line with national discussions, consider revised penalty structures for repeat and high end offenders.				✓	JACS
Continue to integrate the enforcement, regulatory and awareness activities of JACS, ACT Policing and other road safety agencies.		✓		✓	JACS, ACT Policing and others

Safe People and Safe Behaviours

Action	Education	Encouragement	Engineering	Enforcement	Agency
Complete implementation of drink driving legislative reforms, including consideration of an ACT alcohol interlock program.				✓	JACS and others
Implement and expand random roadside drug testing, including appropriate awareness campaigns.				✓	ACT Policing and others
Improve cross-agency work on addressing drink driving issues.	✓	✓		✓	JACS, ACT Policing, Health and others
Review drink walk issues relating to pedestrians.	Support measure				JACS
Consider additional impaired driving reforms arising from discussions under the <i>National Road Safety Strategy</i> .				✓	JACS
Participate in national processes for the implementation and promotion of best practice Fitness to Drive guidelines.				✓	JACS
Continue to focus on child injury prevention measures, including raising awareness on revised Australian Road Rule and Australian Standard requirements in relation to child restraints.		✓			JACS
In relation to mobile phone use, consider proposals for tighter controls, and strengthened compliance with existing laws, developed under the <i>National Road Safety Strategy</i> .				✓	JACS
Continue liaison with pedestrian, bicyclist and motorcyclist groups and continue to treat these groups as important road users.	Support measure				JACS
Continue to implement pedestrian and bicycle facilities as part of Government investment programs.			✓		TAMS
Continue to implement on-road cycle lanes as part of new road works and resealing programs.			✓		TAMS
Continue to provide safety measures on shared paths, including appropriate markings, signage and lighting.			✓		TAMS

Safe People and Safe Behaviours

Action	Education	Encouragement	Engineering	Enforcement	Agency
Make pre-provisional training compulsory for novice motorcycle riders, on a user pays basis.	✓				JACS
Consider other changes to ACT motorcycle licensing arrangements in line with the development of best practice under the <i>National Road Safety Strategy</i> .	✓				JACS
Review and update the Road Ready and Road Ready Plus courses for novice drivers.	✓				JACS
Consider holding a Youth Trauma Forum in the ACT, similar to events held in NSW.	✓				JACS, with NRMA and others
Participate in the development of a national model of graduated driver licensing under the <i>National Road Safety Strategy</i> , and consider implementation of national best practice as it is developed.	✓				JACS
Continue specific programs for older road users, in conjunction with stakeholder groups.	✓	✓			JACS

Coordination and Consultation Processes

Action	Education	Encouragement	Engineering	Enforcement	Agency
Maintain and enhance road safety liaison and coordination arrangements with other agencies and road safety stakeholders.	Support measure				JACS
Consider the adoption of ISO 39001 (ISO standard for road traffic safety management systems) in the ACT.	Support measure				JACS
Revise arrangements for the NRMA-ACT Road Safety Trust, as a result of new CTP insurance arrangements.	Support measure				JACS, Treasury and others

Coordination and Consultation Processes

Action	Education	Encouragement	Engineering	Enforcement	Agency
Develop, implement and maintain consultation processes to engage the community on ACT road safety issues.	Support measure				JACS
Ensure alignment between work for the Road Safety Strategy and Transport for Canberra.	Support measure				JACS and ESD
Develop and implement travel demand management strategies to reduce per capita private vehicle travel, and hence overall crash risk.	Support measure				ESD

Data, Performance Management and Evaluation

Action	Education	Encouragement	Engineering	Enforcement	Agency
Upgrade the TAMS traffic crash database to accept electronic SmartForm data input.	Support measure				TAMS
Implement best practice evaluation processes for engineering programs and other road safety initiatives.	Support measure				JACS and TAMS
Develop a suite of ACT road safety performance indicators to support the <i>National Road Safety Strategy</i> performance management framework.	Support measure				JACS and TAMS
Provide reporting to allow the ACT Minister responsible for road safety to report annually to the Legislative Assembly.	Support measure				JACS
Continue to contribute to national road safety forums, including the National Road Safety Executive Group and the Austroads Safety Task Force.	Support measure				JACS
Consider the scope for a road safety management capacity review to be undertaken in the ACT.	Support measure				JACS

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Footnotes

1. Draft NRSS, p 17-18.
2. National Action Plan 2009 and 2010, p II.
3. As above, p 30-31. Head on impact is 140 km/h combined speed.
4. As above, p 30 and Australian Transport Council paper *Potential Road Safety Outcomes from Improved Speed Enforcement* 2008, p 2-3.
5. Australian Transport Council paper, as above, p 3.
6. NRSS, p 68.
7. NRSS, p 62-63, 68.
8. NRSS, p 60-62, 68.
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11. NRSS, p 49.
12. NRSS, p 56.
13. NRSS, p 56.
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29. NRSS, p 92.
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31. National Action Plan 2009 and 2010, p 47, 57.
32. As for footnote 30.
33. Department of Infrastructure, Transport, Regional Development and Local Government *Road Deaths Australia 2008 Statistical Summary*, Canberra, May 2009, p 21.
34. NRSS, p 85.
35. NRSS, p 85.
36. National Action Plan 2009 and 2010, p 46.
37. NRSS, p 85.
38. NRSS, p 97.
39. NRSS, p 97-99.
40. NRSS, p 104.
41. NRSS, p 102.
42. NRSS, p 104.



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