



ACT ROAD SAFETY  
STRATEGY 2011-  
2020

ROAD SAFETY REPORT CARD  
2014

**Compiled by:**

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**Tabled in the ACT Legislative  
Assembly by:**

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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.

This is the ACT's third annual report card on road safety and is focused on the 2014 calendar year. The report includes performance data and information on key programs and other initiatives delivered or developed in 2014. At the end of the report there is a table showing the implementation status of the recommendations arising from the 2014 Legislative Assembly inquiry into vulnerable road users.

## **ACT Road Safety Strategy**

The *ACT Road Safety Strategy 2011–2020* (ACTRSS) was released 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 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 first of these action plans covered the period 2011 to 2013. A second action plan is currently in development and will cover the period 2015 to 2018.

## **Agency responsibilities and coordination arrangements**

The Justice and Community Safety (JACS) Directorate 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 (TAMS) Directorate, Health Directorate (HD), Education and Training Directorate (ETD) and Environment and Planning (EPD) Directorate.

## Key Programs and Initiatives

This section provides an overview of key programs and other initiatives delivered or developed in 2014.

### Safe People

#### *Legislative Assembly Inquiry into Vulnerable Road Users*

- JACS undertook consultation with key road user groups to develop the Government response to the Standing Committee on Planning, Environment and Territory and Municipal Services report on the Inquiry into Vulnerable Road Users. The Committee made 28 recommendations aimed at improving road safety for motorcyclists, cyclists and pedestrians.
- The Government response, which was tabled in September 2014, agreed to 18 recommendations; agreed in principle to five recommendations; and noted five recommendations.
- A number of recommendations have been completed or progressed including:
  - commencement of the motorcycle lane filtering trial in February 2015;
  - the *Same Rights, Same Rules* road safety awareness campaign; and
  - the establishment of a working group to implement a trial of a minimum overtaking distance for passing cyclists and to allow cyclists to ride across pedestrian crossings.
- A table showing the implementation status of recommendations arising from the inquiry into vulnerable road users is provided at the end of this report.

#### *Alcohol interlock scheme*

- The Alcohol Ignition Interlock Program (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. More information about the therapeutic program can be found at <http://www.health.act.gov.au/health-services/mental-health-justice-health-alcohol-drug-services/programs/alcohol-drug-service/diversion-services>. 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.
- As at 31 December 2014 there were six mandatory and 21 voluntary interlock scheme participants since the scheme commenced.

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

- Provisional drivers continue to be the only licence type holders disproportionately represented in crashes. 2014 ACT road crash statistics show that ACT provisional drivers represented over 14% of drivers involved in casualty crashes, and 20% of fatal crashes, despite representing approximately 6% of all ACT licence holders.
- In November 2014, the Transport and Infrastructure Council endorsed the National Graduated Driver Licensing (GDL) Policy Framework, which is designed to encourage and guide improvements to GDL schemes in all states and territories. The national framework includes a range of GDL components which are not a current feature of the ACT's GDL, including minimum supervised driving hours, mobile phone bans and night time restrictions.
- The national framework has informed the ACT GDL review, which commenced in 2013. The ACT review will consider enhancements which could be made in response to the continued over-representation of novice drivers in ACT road crash data. The review is currently being finalised with the final report to be presented to a "Citizen's Jury" comprising a mix of young people, parents and other community members.

### ***Road safety awareness campaigns***

- The Government's Road Safety Awareness Program addresses key road safety issues identified in the ACTRSS, 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.
- The following campaigns were launched in 2014:
  - *Stop Pushing the Limits* (July 2014) – a campaign centred on a question to drivers of what it would take for them to notice and comply with the speed limit. This campaign included television, radio, digital and social media. A series of public displays with a fatal crash vehicle were also held at town centres, the University of Canberra and at an ACT Brumbies match; and
  - *Tailgating* (October 2014) – a campaign highlighting the impact of tailgating on the ACT community (a significant cause of motor vehicle injuries in the ACT),

encouraging drivers to slow down and provide a safe gap between a leading and following car. This campaign included television.

- In addition, work was progressed in 2014 on two other campaigns which were launched during the 2015 calendar year. These were:
  - *Share the Road* (launched in February 2015) – a campaign promoting the message of drive or ride – same rights, same rules, clarifying that bicycles are legally classified as vehicles and have the same rights and must follow the same rules as other road vehicles. This campaign included television, radio, digital and social media; and
  - *Motorcycle lane filtering* (launched in February 2015) - a campaign focused on community awareness of the introduction of a two year motorcycle lane filtering trial. The campaign promoted the conditions of the trial and road users were reminded to look out for motorcyclists that may be lane filtering around them. This campaign included television and radio commercials, print advertisements, posters and brochures.

### ***National Road Safety Week 2014***

- Yellow Ribbon Road Safety Week is an initiative of Safer Australian Roads and Highways (SARAH). The main activity of the campaign involves tying a yellow ribbon to your car, bicycle or motorcycle.
- JACS, in partnership with ACT Policing, coordinated the ACT Government's participation in this campaign – with yellow ribbons being displayed on police and emergency services vehicles and vehicle inspection cars. In addition, Telstra Tower, Questacon and Old Parliament House were lit up in yellow at night for the week.



Photo: SARAH President, Peter Frazer (right) with Chief Police Officer Rudi Lammers, Attorney-General Simon Corbell and Emergency Services Commissioner Dominic Lane.

- The campaign was launched outside the ACT Legislative Assembly, with an empty shoe demonstration of 132 pairs of shoes representing each person killed on the ACT roads over the past 10 years reinforcing the impact of road safety.

## **Legislative Reforms**

- The Road Transport Legislation Amendment Bill 2014 (which came into effect on 13 June 2014) established an aggravated version of the offence of furious, reckless or dangerous driving, with a higher penalty applying if the offence is committed where an aggravating factor is present.
- The aggravating factors for the offence introduced by the Bill were:
  - The offender, without reasonable excuse, failed to comply with a request or signal given by a police officer to stop the vehicle (evading police);
  - The offender was driving while intoxicated by alcohol and/or drugs;
  - The offender was driving at a speed that exceeded the speed limit by more than 30%;
  - The offender is a repeat offender;
  - The offender drives with a person younger than 17 years old in the vehicle; or
  - The offender was driving in a way that put at risk the safety of a vulnerable road user.
- This amendment further addressed the risk posed by furious, reckless or dangerous driving that has the potential to cause death or serious injury.

## **Discussion Paper on Youth Trauma Forum**

- An action item of the 2011 to 2013 Road Safety Action Plan was to consider holding a youth trauma forum in the ACT, similar to those held in NSW. The NSW youth trauma forum, *Bstreetsmart*, is an initiative of the Trauma Service at Westmead Hospital in Sydney which observed through its work that young people between the age of 15-30 are disproportionately represented in road trauma. The forum aims to reduce youth road trauma by encouraging attendees to take responsibility for themselves and others on the road, by promoting understanding of the consequences of crashes and risky driving and by providing tips on how to drive safely on the road.
- The forum is offered free to all schools in NSW and the ACT for students in the age group covering learner and provisional drivers (typically from years 10 to 12). There is no charge to students attending the forum or for their schools.
- JACS developed an issues paper on holding a youth trauma forum in the ACT. The issues paper considered options including whether the *Bstreetsmart* forum could be offered in the ACT or a scaled down version of this forum could be developed and delivered in the ACT. On balance, having regard to the costs and logistics involved, and acknowledging that there has been limited evaluation of the impact of the *Bstreetsmart* forum, the paper concluded that the preferred option is to encourage ACT schools to consider attending the free NSW *Bstreetsmart* forum.

## Safe Speeds

### *Reduced speed limits in group 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 successful implementation of 40km/h speed precincts in town centres, the Government decided to introduce 40km/h speed precincts in all group centres in the ACT (ie. Amaroo, Calwell, Charnwood, Chisholm, Conder, Curtin, Dickson, Erindale, Hawker, Jamison, Kaleen, Kingston, Kambah, Kippax, Manuka, Mawson, Wanniasa and Weston group centres).
- The 40km/h precincts will help improve safety for cyclists, pedestrians and other road users. Traffic data (especially the concentration of pedestrian activities) was used to determine the proposed boundaries for each precinct.
- Implementation of 40km/h speed limit precincts in all 18 group centres was completed in May 2015. An evaluation of the effectiveness of the precincts will be undertaken.

### *Road Safety Camera Program*

#### *ACT Road Safety Camera Strategy*

- The ACT road safety camera program comprises 13 fixed red-light/speed cameras, fixed midblock speed cameras (13 cameras at nine locations), two point to point, and six mobile camera vans. In 2014, 49,810 infringements, with a value of \$12,545,489, were issued from mobile, fixed and point to point road safety cameras.
- \$1.555 million was provided to JACS as part of the 2013-14 ACT Budget for the replacement of fixed red-light and mobile cameras. The replacement mobile cameras and red light cameras are all now in service.
- Work was progressed by JACS to develop the *ACT Road Safety Camera Strategy* and *Mobile Camera Deployment Strategy*. The new ACT Road Safety Camera Strategy, which was tabled in the Legislative Assembly in May 2015, introduces several key policy changes, such as allowing mobile camera use on any ACT road which meets operational and safety criteria, and increasing the number of hours of mobile camera operations. It also provides for the use of fixed mid-block cameras only at locations with a known crash history or considered to be a high risk, given that these types of cameras only have a limited, localised effect.
- The *Mobile Camera Deployment Strategy* was tabled in the Legislative Assembly with the *ACT Road Safety Camera Strategy*. This document provides the framework for improved operation and strategic deployment of the mobile cameras.



## *UNSW Evaluation Report*

- An evaluation of the ACT's camera program was undertaken by UNSW. The evaluation found that mean percentile speeds reduced by 6% to 8% on roads with mobile cameras in the first few years after their introduction in 1999. This reduction in speeds coincided with a 25% to 30% reduction in serious injury crashes on roads where the cameras were being used.
- A rising trend in serious injury crashes was identified from 2006 – when the number of mobile camera operations undertaken in the ACT decreased by around 30%. This was mostly due to ageing camera equipment which became prone to “breaking down” – an issue which was resolved last year with the replacement of all mobile cameras. This demonstrates that mobile camera enforcement must remain at sufficiently visible levels to ensure the effectiveness of this type of speed enforcement.
- The evaluation also showed that serious injury crashes at red-light camera intersections dropped. The report does not include a statistical analysis of crash impacts of fixed mid-block cameras as pre-2011 crash data does not accurately identify the crash location on the mid-block. A statistical analysis of crash impacts for point to point cameras could not be undertaken as these are recent installations and insufficient data was available for a meaningful analysis. The report does, however, provide guidance for future evaluation of these cameras.
- The UNSW evaluation informed the development of the ACT Road Safety Camera Strategy, released in May 2015.

## **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 implementation of Priority 1 treatments from the following four LATM studies in 2014:
  - 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).

- Priority 1 treatments include speed cushions, pedestrian refuge islands, channelized right turns, linemarking and signage improvements. TAMS is currently evaluating the effectiveness of the implemented treatments. The evaluation includes a technical analysis of the scheme's impacts and resident's views of the extent to which the objectives were met.
- TAMS completed the following two LATM studies in 2014:
  - Kaleen (Maribyrnong Avenue); and
  - Wanniasa (Sternberg Crescent).
- TAMS has completed the design of all Priority 1 treatments recommended in these two studies, and implementation of the treatments is currently underway.

### **Road Safety Audits**

- TAMS completed work on a *Priority Warrant for Road Safety Audits* and a *Priority for Road Safety Audits Program*, and now has a system which allows a robust analysis approach incorporating the main concerns that are raised and understood when road safety is identified as an issue in the community.
- Road safety audits on the top streets in the *Priority for Road Safety Audits Program* – Hindmarsh Drive, Erindale Drive and Yamba Drive were completed. Implementation of priority works on Hindmarsh Drive and Erindale Drive were completed in 2014 and TAMS is currently progressing the implementation of recommended priority works on Yamba Drive.

### **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.

- An evaluation of the effectiveness of these improvements was recently undertaken and travelling speeds were found to have been reduced. The views of the school were also sought and positive feedback was received regarding the implemented improvements.
- The Civic Cycle loop was completed in stages between 2013 and 2015. It includes the provision for dedicated cycling facilities along sections of the busy city streets in Marcus Clarke Street, Rudd Street and Allara Street, as well as the delivery of a shared zone along the length of Bunda Street. The 3.2km of new infrastructure is designed to provide safe and prioritised facilities to support Active Travel modes. The loop is being monitored to ensure the objectives of encouraging increased participation in walking and cycling around the city safely is achieved.

## **Safe Vehicles**

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

- In 2014-15, ACT vehicle inspectors completed 51,230 on-road vehicle inspections resulting in 2,016 defects being issued or 3.92% of total inspections. The most common faults identified as part of these inspections related to wheels and tyres. Data specific to the 2014 calendar year could not be produced due to technical constraints at the time this report was being developed.

## 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.

### High level outcome measures

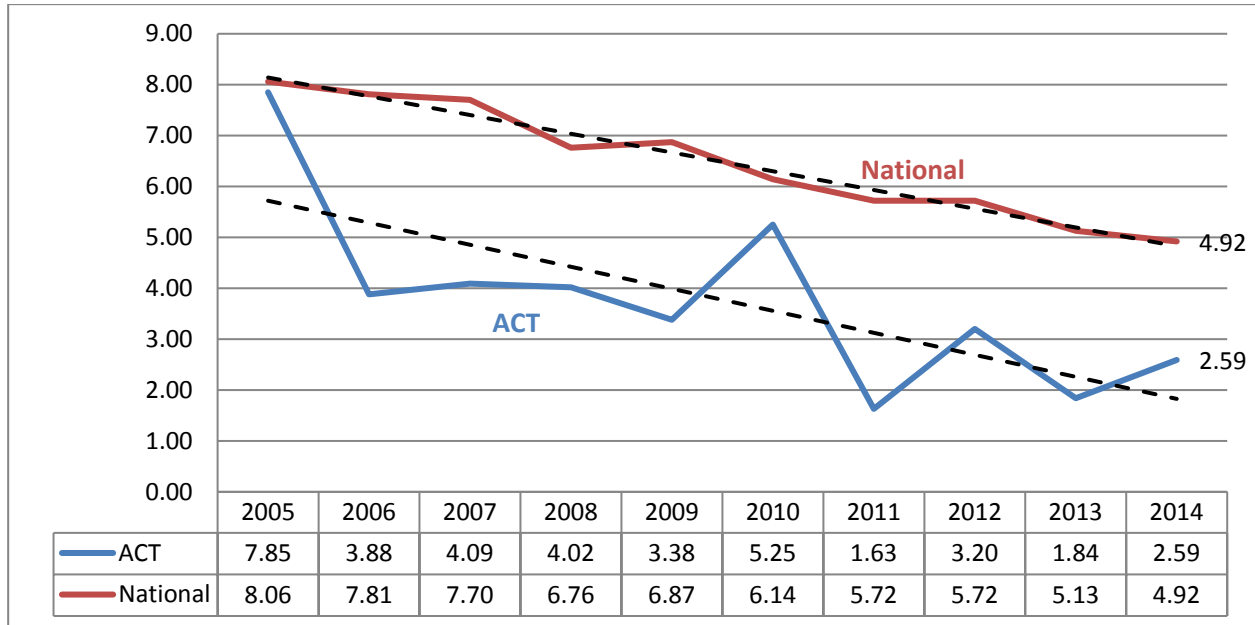
Measure	2012 – ACT	2013 – ACT	2014 – ACT	2014 – nationally	% change per annum (2005 – 14) – ACT	% change per annum (2005 – 14) – nationally
Number of deaths resulting from road crashes	12	7	10	1,156	-9.1	-4.0
Number of road crashes resulting in deaths	12	7	10	1,056	-8.7	-3.8
Number of deaths per 100,000 population	3.20	1.8	2.6	4.9	-10.7	-5.6
Number of deaths per 100 million vehicle-kilometres travelled	0.32	0.18	0.26	0.48	-10.2	-5.1
Number of deaths per 10,000 registered vehicles	0.16	0.15	0.23	0.45	-12.00	-6.9

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

# Statistical progress

**Table 1.1: Rates of Deaths per 100,000 population 2005-2014**

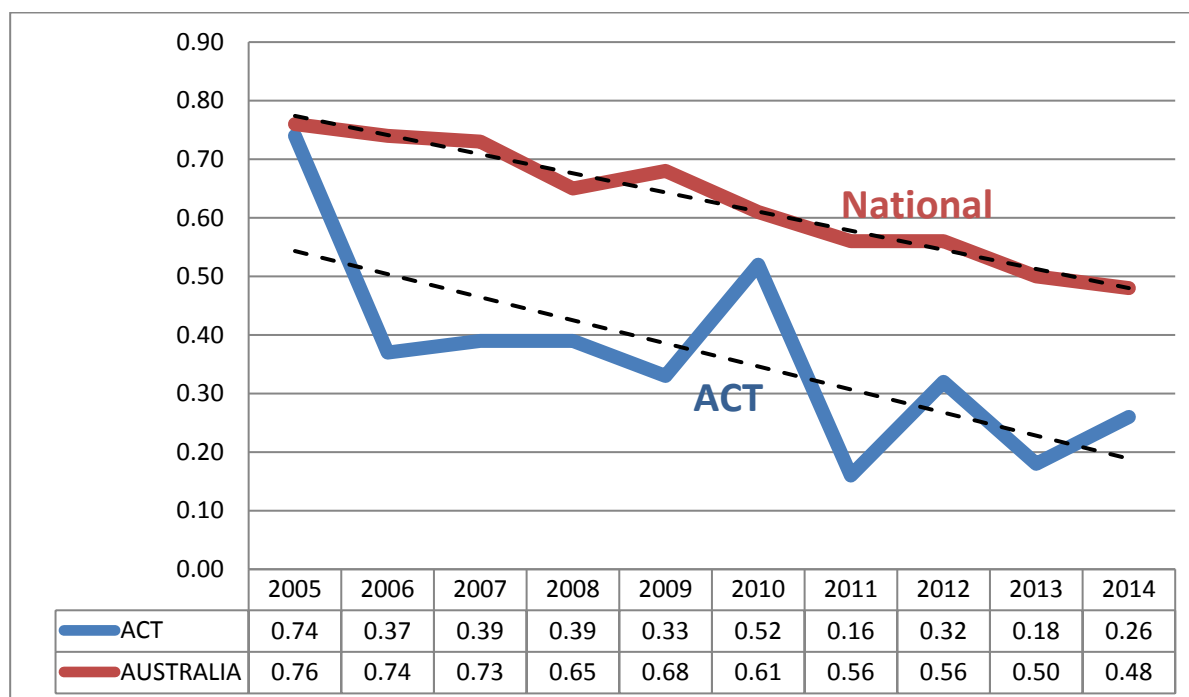
- An indicator of the effectiveness of enforcement and regulation to support road safety outcomes is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2014, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 2.6 fatalities per 100,000 population (up by 0.8 from 2013), compared with 4.9 road fatalities per 100,000 people nationally (down by 0.2 from 2013).



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

## Statistical progress

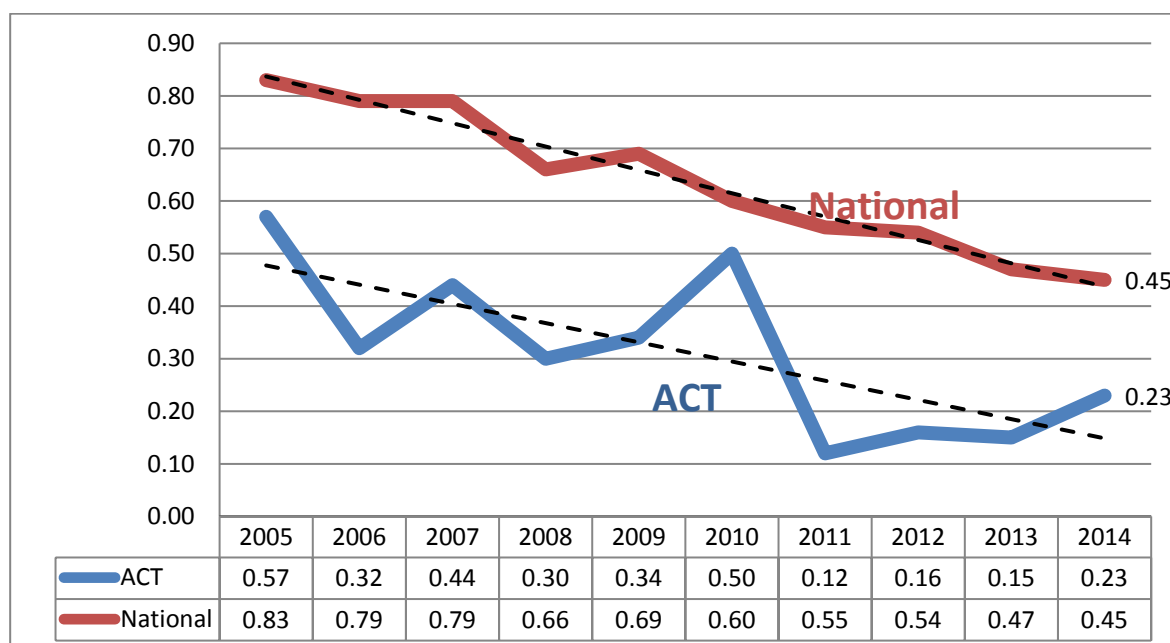
**Table 1.2: Rates of Deaths per 100 Million Vehicle-Kilometres Travelled 2005-2014**



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

Note: The previous data reported in the 2013 Report Card was sourced from Austroads which provided difference results than those sources from BITRE.

**Table 1.3: Rates of Deaths per 10,000 Registered Vehicles 2005-2014**



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

# Statistical progress

## Safety performance indicators

Measure	2012	2013	2014
<b>Safe Roads</b>			
Number of deaths from head-on crashes	0	0	0
Number of deaths from single-vehicle crashes	8	5	6
Number of deaths from intersection crashes	5	4	4
Number of deaths from crashes on metropolitan roads	11	6	8
Number of deaths from crashes on regional roads	1	1	2
Number of deaths from crashes on remote roads	N/A	N/A	N/A
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.	Results from 2014 speed surveys undertaken by Roads ACT show that free speeds (85th percentile speeds) were contained within the posted speed limit in 32% of all surveyed sites.
Percentage of vehicles speeding by vehicle type and offence category	Data not available	Data not available	Data not available
<b>Safe Vehicles</b>			
Average age of the ACT vehicle fleet (years)	9.5 yrs	Light Vehicle = 8.78yrs Motorcycle = 9.16yrs Heavy Vehicle = 10.7 yrs	Light vehicle = 6.96yrs Motorcycle = 6.75yrs Heavy vehicle = 9yrs

## Statistical progress

Percentage of new vehicles sold with a 5-star ANCAP rating	Data not available	Data not available	Data not available
Percentage of new vehicles sold with key safety features	Data not available	Data not available	Data not available
<b>Safe People</b>			
Number of young driver and motorcycle rider deaths (aged 17-25 years)	1	1	3
Number of deaths (not including the driver) from crashes involving a young driver or motorcycle rider (aged 17-25 years)	2	2*	1
Number of older driver and motorcycle rider deaths (aged 65+ years)	0	1	1
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ years)	1	2	0
Number of motorcyclist deaths	3	1	2
Number of cyclist deaths	1	0	1
Number of pedestrian deaths	4	1	1
Number of deaths from crashes involving a heavy vehicle	2	0	3
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above legal limit	1	1	1
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above legal limit	1*	2*	0
Number of drivers and motorcycle riders killed with a blood drug level	0	1	4
Number of deaths (not including the driver) from crashes involving a driver	1	1*	0








## Statistical progress

or motorcycle rider with a blood drug level			
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	1 (suspended)	0	1
Number of vehicle occupants killed who were not wearing a restraint	1 (no helmet)	2 x no seatbelt)	1 x no helmet 1 x no seatbelt
<b>Safe Speeds</b>			
Number of fatal crashes where speeding was a contributing factor	2	2	3

**\*The data reported in previous year's report cards incorrectly included drivers.**

## Implementation Status of Recommendations from the Inquiry into Vulnerable Road Users

Rec. No.	Recommendation	Agency Responsible	Implementation Status
1	The Committee recommends that the ACT Government conduct a review of road rules at intersections and assess changes that could be made to existing road rules that would mitigate risks to vulnerable road users.	JACS	 Complete/Implemented ongoing  No significant action to date  Commenced and progressing  Well advanced  Noted recommendation <b>Yet to commence.</b>
2	The Committee recommends that the ACT Government review the current cycling education programs available in schools and that consideration is given to compulsory cycling training in all ACT primary schools.	JACS	<b>JACS has engaged former VicRoads road safety executive, Eric Howard to develop an ACT Road Safety Education Strategy.</b> <b>The development of the education strategy will include consideration of additional programs at primary schools.</b>
3	The Committee recommends that the ACT Government closely monitor the traffic conditions at the intersection of Athllon Drive and Beasley Street and provide a	TAMS	<b>Complete. As discussed earlier in this report card, the 60km/h variable speed limit has reduced speeds on Athllon Drive between 3:00-3:30pm</b>

	report to the Assembly by the end of 2014.		when the lower speed limit applies. The evaluation report was tabled in the Legislative Assembly in February 2015.
4	The Committee recommends that the ACT Government introduce awareness programs for cyclists and pedestrians that includes information about off road and shared paths with a particular focus on their responsibilities to share facilities safety with other users.	JACS	<b>The Same Rights, Same Rules road safety awareness campaign was launched in January 2015. This campaign promotes the rights and responsibilities of road users, with a particular focus on cyclists and motorists. Additional campaigns will be developed.</b>
5	The Committee recommends that the ACT Government conduct a review and safety audit of shared paths and undertake modifications to reduce potential risks to users of those shared paths.	TAMS	TAMS is progressing to trial over the next two years the new Walking and Cycling design standards. During this period TAMS will continue to consider further design changes to facilities to deliver improved safety outcomes.  The Government will also assess whether further changes can be made to the Estate Development Code to improve safety and convenience for vulnerable road users in newly developed parts of Canberra.
6	The Committee recommends that the ACT Government conduct an audit of all pedestrian crossings to assess the safety and suitability of the crossing for the location. It is recommend that, in areas of high pedestrian and cycling activity, consideration should be given to installing shared crossings such as the example in De Burgh Street, Lyneham.	TAMS	This recommendation was noted with advice that audits of pedestrian crossings will be undertaken, as appropriate and taking into account other road safety priorities.  In 2014, crossings at Sullivans Creek have been reviewed and raised pedestrian crossings will be installed this year at the uncontrolled locations.  Other crossings have been reviewed following feedback from members of the public.

			Crossings such as the one at De Burgh Street will not be rolled out further as the trial to allow cyclists to ride across pedestrian crossings means that all crossings in the ACT will be priority crossings for cyclists.
7	The Committee recommends that the requirement for cyclists to dismount at pedestrian crossings be amended to enable cyclists to remain on their bikes, but that they must slow to a walking pace prior to entering and when on the crossing.	JACS	<b>A two year trial to allow cyclists to ride across pedestrian crossings will commence on 1 November 2015. A comprehensive education and awareness campaign will support the trial.</b>
8	The Committee recommends that the ACT Government Review the current requirements that motorcycle riders must fulfil to obtain their learner and provisional licences and evaluate their effectiveness to provide novice drivers with adequate skills and training.	JACS	<b>Yet to commence.</b>
9	The Committee recommends that the ACT Government provide ongoing funding to the MRA ACT to subsidise the Mature Aged Skills Transfer course delivered by Stay Upright.	JACS	<b>This recommendation was noted with advice that ongoing Government funding for the MASTERS course would need to be considered in the context of competing budget priorities.</b>
10	The Committee recommends that a vulnerable road user brochure be provided to all road users when registration renewals are mailed out. The brochure should include a profile of vulnerable road users and the safety issues that drivers need to be aware of.	JACS	<b>The working group established to oversee the implementation of the trial to allow cyclists to ride across pedestrian crossings and the minimum passing rule agreed that this recommendation be combined with the recommendation to develop a cyclists' code of conduct.</b>
11	The Committee recommends that the ACT Government establish a	JACS	<b>JACS is developing a Code of Conduct which is based on the</b>

	consultative group to develop a cyclists' code of conduct document based on the principles outlined in the Victorian document Share roads and paths.		<b>Amy Gillett Foundation's brochure, <i>It's a Two Way Street</i> and will include information about shared paths. The Code of Conduct will be launched to coincide with the commencement of the trial of the minimum overtaking rule and to allow cyclists to ride across pedestrian crossings.</b>
<b>12</b>	The Committee recommends that an external audit be conducted on the TAMS Crash Database to evaluate its operation and functionality to ensure it is meeting the needs of all agencies that access its information.	JACS and TAMS	<b>Improvements have been made to the accessibility of data with cycling crash data now being published on the Government's open data website. The annual ACT Road Crash Report was published recently and includes additional data showing the representation of age groups in crashes relative to the number of licence holders in each age group.</b>
<b>13</b>	The Committee recommends that the ACT Government commission a research study to analyse the accuracy of accident data collected.	JACS and TAMS	<b>This recommendation was noted on the basis that a previous audit of the TAMS crash database was undertaken in 2012. All of the recommendations of that audit have been addressed.</b>
<b>14</b>	The Committee recommends that the ACT Government conduct an awareness raising campaign to advise the ACT community of their obligations to report all accidents, including single and multiple vehicle accidents. The awareness raising campaign should include providing information when registration renewals are sent out.	JACS	<b>Yet to commence but funding has been allocated for this recommendation to be progressed in 2015-16.</b>
<b>15</b>	The Committee recommends that the ACT Government consider amending the ACT Road Rules to	JACS	<b>A two year trial to mandate a minimum lateral overtaking distance will commence on 1</b>

	mandate a minimum overtaking distance of one metre in speed zones 60km/h and below.		<b>November 2015. During the trial, motorists will be required to provide a 1 metre lateral distance when overtaking in speed zones 60km/h or below.</b>
<b>16</b>	The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one and a half metres in speed zones above 60km/h.	JACS	<b>A two year trial to mandate a minimum lateral overtaking distance will commence on 1 November 2015. During the trial, motorists will be required to provide a 1.5 metre lateral distance when overtaking in speed zones 60km/h or above.</b>
<b>17</b>	The Committee recommends that when implementing the minimum overtaking distance, the Government develop a comprehensive community awareness and education strategy to inform all road users of the minimum overtaking distance requirements.	JACS	<b>Couch Creative has been engaged under the whole of government contract for campaign advertising to develop the campaign. The campaign will commence in mid-October and will include television, radio, print, digital and social media materials.</b>
<b>18</b>	The Committee recommends that the theoretical component of the drivers licence test be amended to place greater focus on the examination of the road rules and associated issues as they relate to vulnerable road users.	JACS	<b>New questions relating to vulnerable road users are being drafted for implementation in 2015-16.</b>
<b>19</b>	The Committee recommends that the ACT Government review the 22 driver competencies that must be fulfilled to pass the practical component of the drivers licence test and consider the addition of a competency relating to vulnerable road users.	JACS	<b>The current driver competencies are currently being reviewed by Eric Howard in the context of the ACT Road Safety Education Strategy.</b>
<b>20</b>	The Committee recommends that the ACT Government undertake a review of attitudinal components of driver licence testing including current Australian driving tests, scientific literature and	JACS	<b>Complete. Attitudinal components of driver licence testing were reviewed by CARRS-Q. The review found that the Road Ready course is mostly consistent with best</b>

	international experiences with a view to possible inclusion into ACT driving tests if appropriate.		practice approach to road safety education. The recommendations of the review are being considered in developing the next action plan under the ACT Road Safety Strategy.
21	The Committee recommends that the ACT Government examine the introduction of a strict liability scheme in the ACT. This examination should assess the impact of the scheme and include an analysis of alternative approaches, such as cascading rebuttable presumption.	JACS	JACS is currently reviewing schemes in operation in other jurisdictions.
22	The Committee recommends that the ACT Government present the outcomes of the above recommendation to the Legislative Assembly by March 2015.	JACS	The Government Response noted that a longer timeframe may be required to complete this work.
23	The Committee recommends that the ACT Government consider implementing a trial of lower speed limits in school zones and, residential areas with high level of pedestrian and cycling activity in close proximity to shared paths.	TAMS	30km/h speed limits will be trialled at two primary schools as part of the Government's Active Streets pilot.  On Bunda Street, a 20km/h speed limit now applies to a section of this road which is operating as a shared zone.  40km/h speed limits have been introduced at all group centres.
24	The Committee recommends that the ACT Government conduct a review of the speed limit hierarchy across all roads in the ACT.	TAMS	This recommendation was noted with advice that TAMS will continue to apply speed limits in line with national standards and guidelines, and will conduct reviews of speed limits in the ACT as required.
25	The Committee recommends that the Minister for TAMS conduct an evaluation of the trial announced in April 2014 to provide defined	TAMS	An evaluation of the measures has been completed and this will be presented to the

	separation between cyclists and other traffic. The results of the evaluation should be provided to the Legislative Assembly within three months of completion.		<b>Legislative Assembly during the September sittings.</b>
<b>26</b>	The Committee recommends that the ACT Government conduct a trial of motorcycle lane filtering and forward-stop boxes in Civic by March 2015. The trial should be independently monitored and evaluated and the results of the trial should be publicly available.	JACS	<b>A two year trial of motorcycle lane filtering commenced from 1 February 2015. The trial covers the whole of the ACT and an evaluation plan has been developed with baseline data collected.</b>
<b>27</b>	The Committee recommends that the ACT Government conduct a targeted education campaign to promote the safety benefits of wearing motorcycle protective clothing.	JACS	<b>The ACT Government previously participated in the development of The Good Gear Guide which was commissioned by the Department of Infrastructure and Transport (Commonwealth) and funded by the former National Road Safety Council. The Good Gear Guide was available from Canberra Connect Shopfronts and is still available online. The benefits of protective clothing will continue to be promoted by JACS and ACT Policing.</b>
<b>28</b>	The Committee recommends that the ACT Road Rules be amended in such a way that motorised mobility scooters are recognised as a separate category.	JACS	<b>Austroads is currently reviewing national arrangements for administering motorised mobility devices, including devices that would be allowed to operate on footpaths.</b>



