

National Road Safety Strategy 2021-30

Report on 2022 Road Safety Actions



States and territories have committed to a range of actions through their respective [road safety strategies and action plans](#) that will help deliver against the [National Road Safety Strategy 2021-30](#) road safety priorities. The following provides a summary of these actions in 2022.

Strategy priorities

Infrastructure planning and investment

Strategy summary actions	Summary of jurisdiction actions
<p>Deliver measurable improvements in safety through infrastructure funding at all government levels and support local governments to embed and deliver road safety into their business as usual</p> <p>Deliver systematic safety improvements on a road corridor basis against baseline assessment network safety plans, which scope safety gaps across the network</p> <p>Manage speeds where there are conflicts between vehicles and road users and where infrastructure and roadside hazards are likely, to avoid crashes resulting in death or serious injury</p>	<p><u>All Jurisdictions</u></p> <ul style="list-style-type: none">• In partnership with the Australian Government, deliver current and future programs through the Infrastructure Investment Program, including the:<ul style="list-style-type: none">◦ Black Spot Program◦ Road Safety Program• The National Partnership Agreement on Land Transport Infrastructure Projects includes a provision that the Australian, State and Territory governments' combined investments under the Agreement is safer and more secure for users, by having regard for safe system principles and treatments for road infrastructure investment proposals and aligns with any agreed national road safety strategy. <p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none">• The ACT continues making amendments to speed limits across the road network in accordance with the Safe System approach as part of their ACT Road Safety Action Plan 2020-2023.• Strategic approach to transport planning and policy to include the preparation of a Multimodal Network Plan, which will provide the Territory with an updated strategic document to assess the needs and identify priorities of all transport modes.

Strategy summary actions	Summary of jurisdiction actions
<p>Other actions relating to this priority</p>	<ul style="list-style-type: none"> • Integrating Safe System approach into capital works delivery process as well as day-to-day activities. • Introducing Safe System training to staff involved in development assessment and coordination. • Fast track delivery of CCTV ITS devices treatments to transform the visibility of the network. • Safe system infrastructure assessment reviews of high risk, default speed zones on low quality, high speed rural roads. • Treat high pedestrian urban places and local streets with safety measures such as raised pedestrian crossing facilities, traffic calming, raised safety platforms, and safer speed settings. <p><u>New South Wales</u></p> <ul style="list-style-type: none"> • Deliver a new Towards Zero Safer Roads Program by 2030 to systematically build a safer road network through safety infrastructure and speed management. <p><u>Local Government:</u></p> <p>NSW has committed to support local governments embed and deliver safety into their business as usual, with following actions:</p> <ul style="list-style-type: none"> • Enhance support for planners and road managers, particularly in local councils, to integrate Safe System approaches into their day-to-day activities through increased delivery of more sustainable, accessible and ongoing Safe System training. • Fast track delivery of a range of new and innovative infrastructure treatments to transform the safety of the network, such as Rural Intersection Active Warning Systems and Raised Safety Platforms, in partnership with councils. • Complete risk assessments on all regional roads, increase risk assessments across the local road network, and publish all available NSW road risk ratings to help ensure high-risk roads are prioritised for treatment and maintenance. • Review and expand the Local Government Road Safety Program to ensure every council has access to a Road Safety Officer. • Strengthen local government role and related operational and business processes in funding, planning, designing and operating safe local road networks. • Support local government stewardship of road safety in their local communities by developing a new online Towards Zero Collaboration Hub for local councils. • Deliver a Toward Zero Ambassador Program to encourage local council leaders to be road safety champions, showcase local road safety partnerships and initiatives and promote the achievement of Towards Zero targets within their local communities.

Strategy summary actions

Summary of jurisdiction actions

- Introducing a new Corporate Policy with Safe System Assessment requirements at feasibility, functional design and detailed design for all Transport for NSW infrastructure projects
- Including Safe System Assessment requirements as part of the Transport for NSW assurance process for road infrastructure business cases.
- Integrating Safe System Planning and Design Principles into the Transport for NSW Asset Management Framework, to embed default safety requirements in planning and design stages of all transport projects
- Complete risk assessments on all regional roads, increase risk assessments across the local road network, and publish all available NSW road risk ratings to help ensure high-risk roads are prioritised for treatment and maintenance.
- Speed zone reviews of high-risk, default speed zones on low quality, high speed country roads.
- Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones.
- Integrating Safe System guidance into the Movement and Place Framework and Practitioners Guide for NSW.
- Streamlining operational and business processes to better support local government requests to lower speed limits in line with revised NSW Speed Zoning Guidelines.

Northern Territory

- Continue to invest in roads infrastructure in the Northern Territory including rest stops, road sealing and river crossing upgrades.
- Complete a comprehensive network safe system risk assessment of the Northern Territory road network, commencing with high risk areas within urban areas (Towards Zero Action Plan 2018-22).
- Develop a targeted road safety infrastructure investment program to target high risk areas, including investing in tactile edging, line marking, shoulder widening, barriers and rest areas.
- Review and improve road safety signage across the Northern Territory road network including increased speed awareness signs, distance to destinations, overtaking lanes and rest stops.

Queensland

- Deliver the [Targeted Road Safety Program](#) through investment in life saving infrastructure treatments that reduce fatal and serious injury crashes.
- Develop local infrastructure solutions through Network Safety Plans to guide the delivery of infrastructure projects to reduce crash risk for Queensland roads and roadsides, with a particular focus on regional and rural roads.

Strategy summary actions

Summary of jurisdiction actions

- Review the speed limit hierarchy across Queensland with a view to reducing fatal and serious injury crashes through lower speeds. This includes targeted speed reductions in areas where there are high numbers of vulnerable road users, improving the balance between Movement and Place.

South Australia

- The joint state/federal Road Safety Stimulus Program to implement treatments such as shoulder sealing, audio tactile line marking, physical barriers to prevent run-off road crashes, and median treatments to prevent head-on vehicle collisions, with an investment of \$315 million over 2.5 years.
- Improved safety outcomes and reduce risk to road users on key roads, commencing with the delivery of a productivity and safety package for the Adelaide Hills, with a joint State/Australian Government investment of approximately \$120 million.
- SA has committed to support capacity building in local government and develop and maintain a shared understanding of the road safety evidence base and safe systems approach through strengthening engagement with and support provided to local government.
- Network safety planning to ensure future investment prioritises road safety infrastructure improvements where they will have the most impact on South Australia's roads, to reduce risk to road users and optimise investments in road safety infrastructure.
- Working to further embed the Movement and Place approach when planning road safety treatments and determining operational settings (e.g. setting speed limits).

Tasmania

- Implement the [Safer Rural Roads program](#).
- Expand the [Vulnerable Road User Program](#).
- Expand Safe System knowledge and skills ([refer to Tasmanian Road Safety Action Plan, p.13](#)).
- Progress low-volume targeted road upgrades ([refer to Tasmanian Road Safety Action Plan, p.13](#)) and high-volume targeted road upgrades ([refer to Tasmanian Road Safety Action Plan, p.15](#))
- Implement a Speed Management Framework that holistically considers speed on the Tasmanian road network and encompasses public education, suitable road infrastructure (including movement and place) and enforcement.

Victoria

- [Motorcycle Safety Levy](#): \$7 million per year to treat motorcycle crashes including both infrastructure and behavioural projects.

Strategy summary actions

Summary of jurisdiction actions

- Safe System Road Infrastructure Program (SSRIP): Under SSRIP (later known as Safer Roads Program), \$1.4 billion in funding for transformative treatments state-wide, including barriers, rumble strips, sealed shoulders and wide centre lines.
- In partnership with the Australian Government, deliver the:
 - [Black Spot Program](#) - \$18.4 million has been funded by the Australian Government to address 47 projects in Victoria over the 2022-23 funding round.
 - [Road Safety Program](#) - \$106 million for continuous road safety barriers (including \$76m on the Western Hwy); \$80m for shoulder sealing, tactile edge line marking and targeted road safety barrier; \$12 million for regional cycling infrastructure;
- Network Safety Framework project: \$4.3 million invested to support the development of the framework to holistically inform the long-term transformation of the road network and guide decisions on a broader network and corridor level.
- Speed Zoning Guidelines: Guidelines were updated in December 2021 to provide improved guidance.
- Local Government speed reduction trial: Mornington Peninsula Shire Council Safer Speeds trial and Phillip Island speed program on local low volume high speed roads.

Western Australia

- Implementing fully State funded programs:
 - State Black Spot Program – Highways, main roads and local roads
 - Metropolitan Intersection Crashes Program
 - Low-Cost Urban Intersection Program
 - Safer Roads Program
 - Network Safety Improvement Program.
- Developing State Network Safety Plans integrated into Rural & Metropolitan Route Development & Management Plans.
- Collaborating with all metropolitan LGAs and Regional Road Groups for the development of Network Safety Plans for local government roads.
- Develop and implement road safety capacity building programs for LGs (State Advisory Committee Initiative).
- Develop State Network Safety Plans integrated into Rural Route Plans & Metropolitan Route Development & Management Plans.
- Identifying the gap in infrastructure investment and speed management to achieve the National Strategy targets.
- Develop a speed management strategy for safer speeds on WA's most dangerous roads

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • Work with Local Governments, WA Local Government Association and stakeholders to identify and implement safer speeds in local areas. • Investigate speed management approaches for open environment and unsealed roads. • Implement warrants and design criteria for speed reducing infrastructure measures on State roads. • Implementing speed limit reduction at signalised intersections to a maximum of 70km/h.

Regional road safety

Strategy summary actions	Summary of jurisdiction actions
<p>Develop network safety plans, to prioritise road safety treatments that will have the most impact</p> <p>Implement staged Safe System treatments for roads with higher traffic volumes, including median and roadside flexible safety barriers</p> <p>Implement staged risk-reduction treatments for roads with moderate to high traffic volumes, including audio-tactile line markings (rumble strips), median treatments, targeted stretches of barrier treatment, shoulder widening and sealing, intersection treatments, and protection on curves and from roadside hazards</p> <p>Reduce speed limits for some roads, particularly undivided roads and where infrastructure improvements may not reach the whole network within the life of the Strategy</p>	<p><u>All Jurisdictions</u></p> <ul style="list-style-type: none"> • In partnership with the Australian Government, deliver programs through the Infrastructure Investment Program, including the: <ul style="list-style-type: none"> ○ Black Spot Program ○ Road Safety Program • The National Partnership Agreement on Land Transport Infrastructure Projects includes a provision that the Australian, State and Territory governments' combined investments under the Agreement is safer and more secure for users, by having regard for safe system principles and treatments for road infrastructure investment proposals and aligns with any agreed national road safety strategy. <p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> • Continue to work collaboratively with NSW local government areas and police to address road safety on highways that cross jurisdictional borders, such as the Kings Highway and Monaro Highway. • The ACT uses ANRAM and safe system assessments to priorities investment in safety treatments and improve the star rating of the road network, with a particular focus on high-speed, high-volume roads. <p><u>New South Wales</u></p> <ul style="list-style-type: none"> • Complete risk assessments on all regional roads and publish all available NSW road risk ratings to help ensure high-risk roads are prioritised for treatment and maintenance. • Deliver a new Towards Zero Safer Roads Program by 2030 to systematically build a safer road network through safety infrastructure and speed management. • Speed zone reviews of high-risk, default speed zones on low quality, high speed country roads

Strategy summary actions	Summary of jurisdiction actions
<p>Develop a Regulation Impact Statement on reducing the open road default speed limit</p> <p>Other actions relating to this priority</p>	<ul style="list-style-type: none"> Streamlining operational and business processes to better support local government requests to lower speed limits in line with revised NSW Speed Zoning Guidelines noting current NSW Speed Zoning guidelines are dated 2011.
	<p><u>Northern Territory</u></p> <p>In addition to the actions included in Infrastructure, planning and investment:</p> <ul style="list-style-type: none"> Develop a Territory wide policy to manage access to flooded roads.
	<p><u>Queensland</u></p> <ul style="list-style-type: none"> Develop local infrastructure solutions through Network Safety Plans to guide the delivery of infrastructure projects to reduce crash risk for Queensland roads and roadsides, with a particular focus on regional and rural roads. Trial Rural Intersection Activated Warning Signs to make intersections safer. Review the speed limit hierarchy across Queensland with a view to reducing fatal and serious injury crashes through lower speeds. This includes targeted speed reductions in areas where there are high numbers of vulnerable road users, improving the balance between Movement and Place.
	<p><u>South Australia</u></p> <ul style="list-style-type: none"> The joint state/federal Road Safety Stimulus Program to implement treatments such as shoulder sealing, audio tactile line marking, physical barriers to prevent run-off road crashes, and median treatments to prevent head-on vehicle collisions, with an investment of \$315 million over 2.5 years. Improved safety outcomes and reduce risk to road users on key roads, commencing with the delivery of a productivity and safety package for the Adelaide Hills, with a joint State/Australian Government investment of approximately \$120 million. SA has committed to support capacity building in local government and develop and maintain a shared understanding of the road safety evidence base and safe systems approach through strengthening engagement with and support provided to local government Network safety planning to ensure future investment prioritises road safety infrastructure improvements where they will have the most impact on South Australia’s roads, to reduce risk to road users and optimise investments in road safety infrastructure. Working to further embed the Movement and Place approach when planning road safety treatments and determining operational settings (e.g. setting speed limits).

Strategy summary actions

Summary of jurisdiction actions

Tasmania

- Implement the [Safer Rural Roads program](#).
- Expand the [Vulnerable Road User Program](#).
- Expand Safe System knowledge and skills ([refer to Tasmanian Road Safety Action Plan, p.13](#)).
- Progress low-volume targeted road upgrades ([refer to Tasmanian Road Safety Action Plan, p.13](#)) and high-volume targeted road upgrades ([refer to Tasmanian Road Safety Action Plan, p.15](#))
- Implement a Speed Management Framework that holistically considers speed on the Tasmanian road network and encompasses public education, suitable road infrastructure (including movement and place) and enforcement.

Victoria

- Network Safety Framework project: \$4.3 million invested to support the development of the framework to holistically inform the long-term transformation of the road network and guide decisions on a broader network and corridor level.
- Safe System Road Infrastructure Program (SSRIP): Under SSRIP (later known as Safer Roads Program), \$1.4 billion was provided for transformative treatments state-wide, including barriers, rumble strips, sealed shoulders and wide centre lines.
- Victoria currently reviews speed limits on a case by case basis and makes changes across the road network as part of a business as usual approach.
- Speed Zoning Guidelines were updated in December 2021 to provide improved guidance.
- Local Government speed reduction trial: Mornington Peninsula Shire Council Safer Speeds trial and Phillip Island speed program on local low volume high speed roads.

Western Australia

- Developing State Network Safety Plans integrated into Rural Route Development & Management Plans.
- Collaborating with all metropolitan LGAs and Regional Road Groups for the development of Network Safety Plans for local government roads.
- Implementing fully State funded programs:
 - State Black Spot Program – Highways, main roads and local roads
 - Safer Roads Program.
- Undertake applied research into the safety of WA interchanges & develop suitability criteria for interchange types and enhancements.
- Adapt the Austroads road stereotypes to WA context and integrate them into Route plans.

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • Design and prioritise horizontal curve treatments for rural state roads and develop program of works. • Develop low-cost rural intersection treatments guidelines and prioritise intersections for implementation. • Develop a speed management strategy for safer speeds on WA's most dangerous roads; and • Work with Local Governments, WA Local Government Association and stakeholders to identify and implement safer speeds in local areas. • Investigate speed management approaches for open environment and unsealed roads.

Remote road safety

Strategy summary actions	Summary of jurisdiction actions
<p>Implement Safe System treatments on roads with higher volumes of traffic and comprehensive risk reduction on roads with moderate volumes, in line with network safety plans and priorities</p>	<p><u>All Jurisdictions</u></p> <ul style="list-style-type: none"> • In partnership with the Australian Government, deliver programs through the Infrastructure Investment Program, including the: <ul style="list-style-type: none"> ○ Black Spot Program ○ Road Safety Program • The National Partnership Agreement on Land Transport Infrastructure Projects includes a provision that the Australian, State and Territory governments' combined investments under the Agreement is safer and more secure for users, by having regard for safe system principles and treatments for road infrastructure investment proposals and aligns with any agreed national road safety strategy.
<p>Develop a Regulation Impact Statement on reducing the default speed limit for unsealed roads across both remote and regional areas</p>	
<p>Explore options to address the sustainability of community transport for remote communities</p>	<p><u>Australian Capital Territory</u></p> <p>N/A - The ACT does not include any remote geographical regions as defined by the Australian Statistical Geography Standard (ASGS) Remoteness Structure.</p>
<p>Improve access to driver licensing programs and other transport assistance</p> <p>Other actions relating to this priority</p>	<p><u>New South Wales</u></p> <ul style="list-style-type: none"> • Deliver a new Towards Zero Safer Roads Program by 2030 to systematically build a safer road network through safety infrastructure and speed management. • Speed zone reviews of high-risk, default speed zones on low quality, high speed country roads. • Streamlining operational and business processes to better support local government requests to lower speed limits in line with revised NSW Speed Zoning Guidelines noting current NSW Speed Zoning guidelines are dated 2011.

Strategy summary actions

Summary of jurisdiction actions

- Deliver a new Online Learner Licence Education and Testing Platform to enable customers to achieve a learner licence online in an integrated learning environment to provide:
 - Enhanced accessibility to the licensing system for regional and remote communities
 - Improved linkages to related resources and programs such as the Safer Driver Course and Driver Licensing Access Program
 - Culturally and linguistically inclusive content design and presentation for Aboriginal people and other culturally and linguistically diverse communities.
- Continue to expand delivery of the Driver Licensing Access Program to support Aboriginal and disadvantaged road users, including from vulnerable and resettlement communities and disadvantaged youth in regional areas, to get a license and reduce unauthorized driving.

Northern Territory

In addition to the actions included in Infrastructure, planning and investment:

- Enable expanded transport options on urban and remote transport networks.
- Continue to deliver [DriveSafe NT Remote](#) to maximise road safety outcomes in communities.

Queensland

- Develop and deliver new localised Indigenous Road Safety Programs in partnership with relevant stakeholders, targeted for delivery in schools and community settings as part of a cross-agency collaboration approach.
- Work with local governments and communities to establish a place-based approach to road safety that is tailored to locally-identified priorities. Place-based approaches target the specific circumstances of a place and engage the community and a broad range of local organisations from different sectors as active participants in their development and implementation. This program of work will have a significant impact on regional and remote communities as they face unique challenges, hold local knowledge and are fundamental to improving road safety outcomes.
- Develop and deliver new localised Indigenous Road Safety Programs, as part of the existing [Indigenous Driver Licensing Program](#), in partnership with relevant stakeholders, targeted for delivery in schools and community settings as part of a cross-agency collaboration approach.
- Deliver road safety education to children, adolescents and young adults through the [Queensland Road Safety Education Blueprint](#) and [Community Road Safety Grants](#), with a particular focus on young people entering the licensing system and novice drivers.

Strategy summary actions

Summary of jurisdiction actions

South Australia

- Promote the benefits of public transport to encourage mode shift to increase public transport patronage.
- Enable safe alternative transport options in regional and remote areas of need where possible.
- The [On the Right Track](#) program, an Aboriginal road safety and driver licensing program.

Tasmania

- Implement the [Safer Rural Roads program](#).
- Expand the [Vulnerable Road User Program](#).
- Expand Safe System knowledge and skills ([refer to Tasmanian Road Safety Action Plan, p.13](#)).
- Progress low-volume targeted road upgrades ([refer to Tasmanian Road Safety Action Plan, p.13](#)) and high-volume targeted road upgrades ([refer to Tasmanian Road Safety Action Plan, p.15](#))
- From 1 February 2014 the default speed limit on unsealed roads in Tasmania was reduced from 100 km/h to 80 km/h.
- Rural public transport connectivity is included in the [Transport Access Strategy](#), which sets out the Tasmanian Government's approach to providing better integrated and coordinated land-based passenger transport services for all Tasmanians, particularly those disadvantaged through economic circumstances, age, or disability.
- Expand the [Learner Driver Mentor Program](#) - continue to support disadvantaged learner drivers under the Learner Driver Mentor Program. This program helps fund community organisations across the state to match volunteer mentors with learner drivers who do not have access to a supervisor, a suitable car, and the means to afford professional lessons.
- Fund access to a free Keys2Drive lesson for learners and supervisory drivers.
- The Driving for Jobs program supports students from highly disadvantaged areas to progress through the GLS and gain a greater awareness of road safety while also improving their job prospects. Students undertake a personalised, intensive program with a strong road safety focus including professional on-road lessons and participation in RYDA.

Victoria

- Network Safety Framework project: \$4.3 million invested to support the development of the framework to holistically inform the long-term transformation of the road network and guide decisions on a broader network and corridor level.

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • Safe System Road Infrastructure Program (SSRIP): Under SSRIP (later known as Safer Roads Program), \$1.4 billion was provided for transformative treatments state-wide, including barriers, rumble strips, sealed shoulders and wide centre lines. • The Department of Transport has a flexible transport solutions program, and is also undertaking consultation with communities to improve services, starting with Mildura, to help inform future planning for bus reform in Mildura and provide insights and learnings for other regional/remote areas. • L2P Program: This program provides a free service for eligible learner drivers to access a car and volunteer mentor to gain necessary supervised driving experience to obtain a licence. <p><u>Western Australia</u></p> <ul style="list-style-type: none"> • Implementing fully State funded programs: <ul style="list-style-type: none"> ○ State Black Spot Program – Highways, main roads and local roads ○ Safer Roads Program • Increasing access to licensing services in remote communities through the WA's Driving Access and Equity pilot program.

Vehicle safety

Strategy summary actions	Summary of jurisdiction actions
<p>Prioritise and adopt proven technological improvements for all vehicle types through new ADRs as quickly as possible</p> <p>Support the quick adoption of vehicle safety regulation by investing in United Nations new regulations working groups</p> <p>Conduct research into the effectiveness of new technologies to address the most significant areas of road trauma and the most effective way to reduce the age of the vehicle fleet so an</p>	<p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> • The ACT government provides funding to ANCAP. • Working with industry to support automated vehicle trials and ensure learnings inform future regulation and infrastructure planning. • Contributing to national regulatory reforms to support the deployment of automated vehicle technologies and play a key role in supporting a consistent and collaborative approach across Australia. • The ACT Government offers a number of incentives to purchase a zero-emission vehicle. All zero emission vehicles tested in the last 5 years received a 5-star safety rating from ANCAP. • All Australian and ACT Government leased passenger vehicles must have a 5-star ANCAP rating resulting in more 5-star rated vehicles being resold in the ACT following the end of the lease period. • The ACT Government has an “Opt In” Arrangement to the Australian Government’s Fleet Services Contract (FSC). This Arrangement provides the Territory all the benefits of this Australian Government Contract for

Strategy summary actions

increasing proportion of road users have the advantage of modern vehicle safety features

Encourage and promote the voluntary uptake of vehicle safety technologies ahead of regulation, including through ongoing support of ANCAP and through fleet purchasing policies to ensure vehicles are the safest available

Implement a national approach to the regulation of vehicles with automated driving systems, to facilitate the safe deployment of these vehicles on Australian roads

Prepare the road network for connected and automated vehicle developments, including supporting infrastructure and technologies to enable advanced safety services

Other actions relating to this priority

Summary of jurisdiction actions

Leasing, Servicing and Fleet Management Services through sgfleet, the Australian and ACT Governments Fleet provider. A condition of this Arrangement is all Australian and ACT Government Leased passenger vehicles must have a 5-star ANCAP rating.

- The ACT government has provided funding to investigate the compatibility of the ACT road infrastructure with advanced driver assistance systems via a project funded by the ACT Road Safety Fund.

New South Wales

- Advocate and support the faster introduction of mandatory e-call systems in all new vehicles, and the faster roll-out of compatible cellular infrastructure especially in remote and regional areas, to improve post-crash responses for customers.
- Continue to support and advocate the mandatory introduction of the following life-saving vehicle technologies entering the Australian vehicle market by 2023, aligned with timeframes for the introduction of UNECE Vehicle Safety Regulations and Australia's commitment to adoption of these vehicle standards:
 - In all new light vehicles: lane keep assist, back-over assist, blind spot monitoring, intelligent speed assistance and more advanced autonomous emergency braking systems
 - In all new heavy vehicles: front, side and rear underrun, improved direct and indirect vision, blind spot monitoring, lane keep assist, more advanced autonomous emergency braking, and intelligent speed assistance.
- Promote information to encourage safer consumer choices for new and used vehicles, and work with retailers to increase uptake of the safest motorcycle protective clothing, child restraints and motorcycle helmets.
- Explore opportunities to integrate vehicle safety requirements into NSW Government incentive programs that encourage take up of electric vehicles in fleets.
- Deliver a new trial program to equip lane departure and collision warning systems to vehicles of younger, older and regional drivers.
- Pilot a vehicle renewal program that provides former fleet vehicles from Government and corporate partners to younger and disadvantaged drivers to increase their use of safer vehicles and consider further options to remove less-safe vehicles from the system for high-risk categories of drivers.
- Investigate mandating motorcycle anti-lock braking systems as part of the Learner Approved motorcycle Scheme for novice motorcyclists.
- Enhance fleet procurement and management policies for NSW Government contractors, and influence policies of Industry partners and local councils, to include requirements for light commercial and heavy vehicles as well as driver monitoring systems requirements for all vehicles.

Strategy summary actions

Summary of jurisdiction actions

- Enhance fleet procurement and management policies for NSW Government contractors, and influence policies of Industry partners and local councils, to include requirements for light commercial and heavy vehicles as well as driver monitoring system requirements for all vehicles.
- Introducing minimum heavy vehicle safety requirements and technologies in government procurement contracts and fleet policies for government funded infrastructure projects and suppliers of heavy vehicles to government agencies.
- Trialling and encouraging uptake of low-cost retrofitted technology options to increase vulnerable road user detection and warning on heavy vehicles and buses, and to improve direct vision from driver's position.
- Developing a safety rating program for heavy vehicles to provide operators with information on the safety performance of heavy vehicles and the level of occupant and public road user protection.
- Enhance vehicle and equipment testing, including testing of safety-critical driving scenarios to support connected and automated vehicle trials as well as other testing at Crashlab and the Cudal test centre, to enable uptake of new safety technologies.
- Increase delivery of safety infrastructure to support operation of vehicle safety features (e.g. line markings and speed zone signs to enable Intelligent Speed Assist to operate), particularly on the country road network.

Northern Territory

- Continue to promote the purchase of ANCAP 5 star rated vehicles and vehicle safety features.

Queensland

- Develop approaches to reduce the age of the Queensland fleet, including consideration of a pilot of targeted safe vehicle access programs for young people, low-income, and/or older road users in regional and remote communities that retires their old vehicles.
- Fund the [Australasian New Car Assessment Program](#).
- Fund the [Vehicle Safety Research Group](#), and through it the [Used Car Safety Ratings](#).
- Progressively deploy connected vehicle safety services.

South Australia

- Investigating incentives to encourage the move to safer vehicles with a particular focus on older drivers and regional and remote areas.
- Continue to fund ANCAP and the Used Car Safety

Strategy summary actions

Summary of jurisdiction actions

- 5-star ANCAP-rated passenger and sport utility vehicles are used by the South Australian Government where practicable, with at least 3 safety assist technologies.
- Regional partnerships and channels are being used to more strongly promote safer vehicles and increased consumer awareness, including ‘thinking about the safest vehicle that you can afford’.

Tasmania

- Investigate and implement ways of assisting young drivers to buy the safest vehicle they can afford.
- Develop a Light Vehicle Safety Strategy to ensure roadworthiness of the light vehicle fleet and to reduce the age of the Tasmanian vehicle fleet.
- Provide funding to the [Australasian New Car Assessment Program](#) (ANCAP) and assist in the promotion of its work testing and advocating for the purchase of safer vehicles.
- The [Tasmanian Government - Fleet Management Handbook](#) requires that light vehicles “must have a 5-star Australasian New Car Assessment Program safety rating or the most recently available model has previously been 5 star ANCAP rated and is in a period of transition to a new model awaiting ANCAP testing. Where no operationally suitable vehicle exists, agencies can provide a business case detailing the reason/s that precludes the fulfilment of this requirement for operational purposes.”
- Tasmania is participating in the automated vehicle program led by the National Transport Commission to achieve end-to-end regulation for automated vehicles.
- Tasmania is monitoring developments in vehicle technology (including necessary infrastructure) ([refer to Tasmanian Road Safety Action Plan, p.25](#)).

Victoria

- Unsafe2Safe Program: The program aims to replace up to 1,000 unsafe vehicles owned by young regional drivers with more modern vehicles. In a phased approach, initially up to 150 drivers aged 18-25 years old will be incentivised with a \$5,000 subsidy to replace their unsafe and older vehicle with a safer, newer vehicle.
- Accelerate the uptake of vehicle safety technology: A program to encourage and accelerate the uptake of active and passive vehicle safety technology, through safer vehicle purchasing choices by individuals and fleet managers. This project has multiple streams, including (a) elevating vehicle safety content, (b) improving fleet policies, (c) promotional activities, (d) a research report into emerging vehicle safety technology, and (e) adoption of CLOCS-A safety standards for vulnerable road users.
- Fund ANCAP.

Strategy summary actions

Summary of jurisdiction actions

- Under the [Victorian Government Standard Motor Vehicle Policy 2020](#) the Approved Vehicles List published quarterly on the VicFleet website, removes manufacturer's vehicles that do not meet safety requirements, ANCAP 5 stars plus 5 additional safety features from:
 - Intelligent Seat Belt Warning
 - Auto Emergency Breaking
 - Advisory Speed Alert
 - LDW/LDA (Lane Departure)
 - LKA/LCA (Lane Keep/Change Assist)
 - Reverse Camera / Sensors
 - Blind Spot Monitor
- Network Safety Framework project: \$4.3 million invested to support the development of the framework to holistically inform the long-term transformation of the road network and guide decisions on a broader network and corridor level. This will include requirements to support connected and automated vehicles.

Western Australia

- The WA Government, in partnership with The University of Western Australia, has procured a new vehicle driving simulator equipped with the latest vehicle safety features, which will enable a range of road safety research initiatives including on reducing barriers experienced by road users to the uptake of vehicles with modern safety features
- WA invests in and promotes the work of ANCAP and the Vehicle Safety Research Group.
- It is mandatory under the WA Government Fleet Policy and Guidelines 2019 for Public Sector Bodies to purchase 5-star ANCAP (Australasian New Car Assessment Program) rated passenger and light commercial vehicles unless approved by State Fleet.
- WA will work to reduce the age of the State vehicle fleet, and work with the private sector to accelerate the community uptake of newer, safer vehicles.
- Main Roads Western Australia (MRWA) will ensure Light vehicle fleet policy & procedures are in-line with Austroads Vehicle as a Workplace: Work Health & Safety Guidelines.
- Contribute to the implementation of the national approach to the regulation of vehicles with automated driving systems.
- Invest in infrastructure & technologies to enable connected & automated vehicle usage.

Heavy vehicle safety

Strategy summary actions	Summary of jurisdiction actions
<p>Regulate for and promote heavy vehicle safety technologies</p> <p>Strengthen national heavy vehicle operational regulation (note - the Heavy Vehicle National Law has not commenced in Western Australia or the Northern Territory at this time)</p> <p>Provide community and novice driver education about sharing the roads safely with heavy vehicles</p> <p>Promote and reduce barriers to the uptake of safe new heavy vehicles</p> <p>Protect all road users from conflicts with construction vehicles through state/territory government construction contract requirements such as requiring inclusion of safety technologies</p> <p>Consider the scope for Safe System investigations of fatal and serious-injury heavy vehicle crashes</p> <p>Support fatigue management through investment in heavy vehicle rest stops</p> <p>Other actions relating to this priority</p>	<p><u>All Jurisdictions</u></p> <ul style="list-style-type: none"> At the 5 August 2022 Infrastructure and Transport Ministers' Meeting, Ministers agreed to progress the recommendations on the HVNL Review developed by independent advisor, Mr Kanofski, which includes recommendations relating to heavy vehicle safety technologies. <p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> ACT is fully engaged in HVML processes, Freight Taskforce, and Austroads working group for wider vehicles progressing a number of barrier reductions. A review into the operation of the ACT's recently upgraded graduated licencing scheme will be completed in 2023. This will provide the opportunity to update course material and will include information on driving interactions with the light rail. ACT Government construction contracts include requirements for appropriate road safety measures including a range of safety technologies and engineering controls. <p><u>New South Wales</u></p> <ul style="list-style-type: none"> Deliver a new heavy vehicle safety strategy and partnerships with heavy vehicle industry to improve safety of the freight task across NSW. Support and advocate the mandatory introduction of life saving vehicle technologies entering the Australian vehicle market by 2023 for heavy vehicles including front, side and rear underrun, improved direct and indirect vision, blind spot monitoring, lane keep assist, more advanced autonomous emergency braking and intelligent speed assistance. Trialling and encouraging uptake of low-cost retrofitted technology options to increase vulnerable road user detection warning on heavy vehicles and buses, and to improve direct vision from driver's position. Enhance fleet procurement and management policies in NSW Government contractors and influence policies of industry partners and local councils, to include requirements for heavy vehicles as well as driver monitoring system requirements for all vehicles. Introducing heavy vehicle safety requirements and technologies in government procurement contracts and fleet policies for government-funded infrastructure projects and suppliers of heavy vehicles to government agencies. Exploring inclusion of additional critical safety features such as blind spot detection and lane keep assist in future Transport for NSW bus procurement specifications.

Strategy summary actions

Summary of jurisdiction actions

- Developing a safety rating program for heavy vehicles to provide operators with information on the safety performance of heavy vehicles and the level of occupant and public road user protection.
- Continue to educate all road users on safe interactions around heavy vehicles highlighting the unique driving factors affecting heavy trucks.
- NSW Government ongoing promotion of 'Be Truck Aware' education campaign highlighting the blind spots for trucks and risks of other road users such as pedestrians, cyclist and motorists around trucks.
- Continue to support the Construction Logistics and Community Safety – Australia Program - Promoting the adoption of minimum heavy vehicle safety requirements.

Northern Territory

- Strengthen driver training and testing to promote competency in all driving conditions, including interaction with heavy vehicles, motorcyclists, cyclists and pedestrians
- Truck parking bays included in Northern Territory Rest Facilities Strategy

Queensland

- Develop, trial and adopt new technologies to improve road safety, including smarter solutions for monitoring driver fatigue and heavy vehicle compliance.
- Shape on-road behaviour to achieve a balance of safety, asset protection and productivity through exploring mandatory telematics technology for heavy vehicles.
- Deliver the [StreetSmarts](#) road safety behaviour change program, including events that engage the community to help develop targeted, co-designed road safety campaigns and programs. One of the StreetSmarts campaigns includes sharing the road with heavy vehicles.
- The Queensland Police Service and National Heavy Vehicle Regulator launched a 'Sharing roads with oversize loads' education campaign.
- To enable safer interactions between heavy vehicles and vulnerable road users, we will work with industry and community stakeholders at a state and national level on the Queensland implementation of the national Construction Logistics and Community Safety-Australia framework.
- QLD progressing a trial of Intelligent Transport Systems technologies at heavy vehicle rest areas to provide heavy vehicle drivers with real time information about rest area availability, analyse rest area usage and make improvements. (Action under previous QRSAP 2020-21).

South Australia

- Undertaking a comprehensive review into safety issues on the South Eastern Freeway down-track.

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • Contributing to the development and implementation of the National Heavy Vehicle Competency Framework for heavy vehicle driver licensing. • Ongoing targeted operations to monitor the safety and compliance of heavy vehicles in partnership with the National Heavy Vehicle Regulator. <p><u>Tasmania</u></p> <ul style="list-style-type: none"> • Educating novice drivers on safe interactions around heavy vehicles through the Plates Plus digital platform. • Deliver upgrades to rest areas through the Heavy Vehicle Rest Areas (HVRA) initiative and deliver heavy vehicle infrastructure upgrades more broadly, through the Australian Government’s Heavy Vehicle Safety and Productivity Program (HVSP). <p><u>Victoria</u></p> <ul style="list-style-type: none"> • Accelerate the uptake of vehicle safety technology: A program to encourage and accelerate the uptake of active and passive vehicle safety technology, through safer vehicle purchasing choices by individuals and fleet managers. This project has multiple streams, including (a) elevating vehicle safety content, (b) improving fleet policies, (c) promotional activities, (d) a research report into emerging vehicle safety technology, and (e) adoption of CLOCS-A (Construction Logistics and Community Safety – Australia) safety standards for vulnerable road users. • Heavy vehicle licensing reform: A program under Action Plan 2021-23 to design and implement a new hazard perception test for new heavy vehicle licence drivers, and to commence stakeholder engagement on licensing reforms. • Construction Trucks and Community Safety: As part of this initiative, various materials have been developed to educate the community about sharing the roads with trucks. • Construction Trucks and Community Safety: Victoria’s Department of Transport and Major Transport Infrastructure Authority are parties to the CLOCS-A MOU. MTIA are applying the model to city-based infrastructure projects. • DOT has mapped all rest areas across Victoria, including undertaking a full assessment of the rest stops for high productivity freight vehicles. <p><u>Western Australia</u></p> <ul style="list-style-type: none"> • Mandate fatigue management technology for all Performance Based Standards (PBS) vehicles in WA. • Develop community awareness education program on sharing the roads safely with heavy vehicles.

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • WA constantly revises regulation that can have an impact on reducing barriers to the uptake of safe new heavy vehicles. • WA has commenced the \$50 million Freight Vehicle Productivity Improvement Program. Phase 1 includes \$20 million worth of projects to improve heavy vehicle rest areas across 13 locations. WA is working with transport industry on priority areas for drivers. • Implementing minimum on temporary traffic management engineering controls to protect on-road workers and road users through contract/tender specifications. • Assisting local governments to improve contract requirements. • As of 1 July 2022, WA no longer allows stop-slow temporary traffic management operation on our roads – portable/automated traffic control devices must be used. This reduces exposure of workers/traffic controllers to live traffic. • WA is a member of the Austroads Innovative Temporary Traffic Management Device and Solution Assessment Scheme, which commenced operation on 1 July 2022. • WA has required the use of Roadworks Follow Me vehicles for works part of the Road Safety Program. • Expand the use of shadow vehicles with vehicle mounted warning devices and truck mounted attenuators at work sites. • Investigating the use of speed management technology, including use of speed feedback signs and speed enforcement cameras at work sites.

Workplace road safety

Strategy summary actions	Summary of jurisdiction actions
<p>Ensure organisations are aware of their work health and safety responsibilities in relation to vehicles and the road as a workplace, the right of workers to a safe workplace, and organisations have the information they need to support decision-making</p>	<p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> • The ACT will continue to develop and distribute community awareness campaigns through a variety of means to support compliance with road transport laws, promote safe behaviours and improve road safety outcomes. This will include workplace road safety. <p><u>New South Wales</u></p> <ul style="list-style-type: none"> • Enhance fleet procurement and management policies in NSW Government contractors and influence policies of industry partners and local councils, to include requirements for heavy vehicles as well as driver monitoring system requirements for all vehicles.

Strategy summary actions	Summary of jurisdiction actions
<p>Establish an appropriate framework to support organisations to take responsibility for road and the right of workers to a safe workplace, and for organisations to have the information they need to support decision-making</p> <p>Support implementation of Austroads' <i>Vehicles as a Workplace: Work Health & Safety Guide</i></p>	<ul style="list-style-type: none"> • NSW Government ongoing promotion of 'Be Truck Aware' education campaign highlighting the blind spots for trucks and risks of other road users such as pedestrians, cyclist and motorists around trucks. • Continue to support the Construction Logistics and Community Safety – Australia Program - Promoting the adoption of minimum heavy vehicle safety requirements. • Ongoing delivery of the Road Safety and Your Work – A Guide for Employers and supporting resources to help employers establish internal policies and guidelines for safe work-related travel. • NSW will collaborate with workplace safety regulators to improve work-related road safety in all industries and build a culture of safe vehicle and road use in NSW.
<p>Other actions relating to this priority</p>	<p><u>Northern Territory</u></p> <ul style="list-style-type: none"> • NT and other organisations to develop and model safe driving policies and programs that encourage and reward safe driving and the uptake of safer vehicles. <p><u>Queensland</u></p> <ul style="list-style-type: none"> • QLD will work with industry to investigate current 'vehicle as a workplace' policies and develop a toolkit of resources that can be utilised across all segments of the sector. • Implement the outcomes of a policy review to improve the safety of roadside workers, including emergency services and roadside assistance workers. • Collaborate with the Office of Industrial Relations and QFleet to investigate the Queensland Government's approach to managing risks associated with work-related driving and assess readiness for advancing 'vehicles as workplace' best practice across the fleet. • Identify existing capability and work with agencies to implement the Driver Safety Maturity Model across the government fleet. • Work with industry to investigate current 'vehicle as a workplace' policies and develop a toolkit of resources that can be utilised across all segments of the sector. • Review fatigue in the personalised transport industry to determine what is required to improve fatigue management to increase safety of drivers/riders, passengers and other road users. • Implement Austroads' new guide to temporary traffic management, and trial and implement new traffic technologies and enforcement cameras to improve the safety of road workers and children crossing supervisors. <p><u>South Australia</u></p> <ul style="list-style-type: none"> • Increase awareness of WHS obligations, combined with education, enforcement and compliance • Pilot a 'road safety at work' program.

Strategy summary actions

Summary of jurisdiction actions

Tasmania

- Workplace Driver Safety - investigation of opportunities to improve the safety of the large number of Tasmanians whose work involves driving on our roads. This includes implementing higher standards for government fleets and encouraging the private sector to purchase safer vehicles.
- Identified as part of the Workplace Driver Safety initiative under the current Tasmanian Action Plan.
- Implementation of Road Rule 79A to require drivers to slow to 40km/h when passing stationary or slow-moving emergency vehicles displaying red, blue, or magenta flashing lights and roadside assistance service vehicles displaying a flashing amber light. A public education campaign accompanied the new rule change.
- Identified as part of the Workplace Driver Safety initiative under the current Tasmanian Action Plan.

Victoria

- Educational material for contractors: This project is designed to deliver improvements in how the construction industry manages risks associated with construction vehicles and vulnerable road users (cyclists and pedestrians), including traffic management, route selection, truck standards and truck driver training.
- Improving the safety of food delivery riders: This project will engage with industry to formulate a set of initiatives (including education and safety awareness), provide best practice policies and procedures for businesses, and to establish a trial to measure the benefit of safety equipment for those working in the gig economy.
- Traffic management reform program: This program comprises 8 initiatives to create a consistent and safety-focused approach to traffic management.

Western Australia

- Providing details on the responsibilities and obligations of organisations working on the road network through WA's Code of Practice on Traffic Management for Works on Roads and adoption of the Austroads Guide to Temporary Traffic Management.
- Managing WA's Traffic Management Company Registration Scheme, which requires an organisation implementing temporary traffic management on WA's road network to be registered with MRWA and meet minimum requirements. Organisations are audited and major safety breaches may result in penalties such as suspension or deregistration.
- WA supports and is accredited by the Federal Safety Commissioner's Work Health & Safety Accreditation Scheme.

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • As of 1 July 2022, WA no longer allows stop-slow temporary traffic management operation on our roads – portable/automated traffic control devices must be used. This reduces exposure of workers/traffic controllers to live traffic. • Establishing clearer lines of temporary traffic management accountability on roadworks’ sites in Western Australia through the WA Work Health and Safety Act 2020, WA’s Traffic Management Company Registration Scheme and education campaigns aimed at road users. • Establishing a performance monitoring system that evaluates temporary traffic management compliance with approved traffic management plans and applies penalties for poor performance through the WA’s Traffic Management Company Registration Scheme. • MRWA will ensure light vehicle fleet policy & procedures are in-line with Austroads Vehicle as a Workplace: Work Health & Safety Guidelines.

Aboriginal and Torres Strait Islander people

Strategy summary actions	Summary of jurisdiction actions
<p>Establish partnerships with Aboriginal and Torres Strait Islander communities and organisations in order to develop place-based and community-led strategies to address road safety. These partnerships will incorporate the strong partnership elements under Priority Reform One of the National Agreement on Closing the Gap</p> <p>Work with Aboriginal and Torres Strait Islander communities and organisations to meet shared goals through the Closing the Gap Priority Reforms</p>	<p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> • ACT is establishing a learner driver mentor program to provide support to disadvantaged learner drivers under the age of 25 to complete the requirements for eligibility to obtain a provisional licence. The program prioritises access for people identifying as Aboriginal and Torres Strait Islander. • Collaborating and partnering with Aboriginal and Torres Strait Islander communities and organisations, including through the ACT Road Safety Fund Grants program to develop and deliver culturally sound, community led strategies that meet the needs of the people involved. <p><u>New South Wales</u></p> <ul style="list-style-type: none"> • NSW will partner with Aboriginal stakeholders to deliver enhanced Aboriginal road safety education and engagement resources linking resources to broader road safety and licensing programs. • NSW specifically employees Aboriginal Project Officers (6) to foster ongoing partnerships with communities and develop place-based and community led road safety strategies – examples including AFL road safety culturally sensitive training for young Aboriginal People – NSW/ACT Indigenous Youth Leadership Program, Bike Safety Programs, Child Car Seat, NSW Aboriginal Rugby League Knockout.

Strategy summary actions

Summary of jurisdiction actions

Other actions relating to this priority

- Continued engagement at key events such as local community events during NAIDOC Week and the NSW Aboriginal Koori Knockout competition, to share information on safe road use.
- Continue to expand delivery of the Driver Licensing Access Program to support Aboriginal and disadvantaged road users, including vulnerable and resettlement communities and disadvantaged youth in regional areas, to get licensed and reduce unauthorized driving.
- Deliver a new Online Learner Licence Education and Testing Platform to enable customers to achieve a learner licence online in an integrated learning environment to provide:
 - Enhanced accessibility to the licensing system for regional and remote communities
 - Improved linkages to related resources and programs such as the Safer Driver Course and Driver Licensing Access Program
 - Culturally and linguistically inclusive content design and presentation for Aboriginal people and other culturally and linguistically diverse communities.

Northern Territory

- Continue to deliver DriveSafe NT Remote to maximise road safety outcomes in communities.
- Continue to facilitate and expand Aboriginal child restraint programs which provide access for the fitment of child restraints.
- Develop place-based strategies and initiatives to create positive road safety culture in partnership with remote communities.
- Develop and deliver targeted and culturally appropriate road safety campaigns and messaging in language, including school resources.
- Develop strategies to address the over representation of Aboriginal people incarcerated for traffic offences. Develop targeted and culturally appropriate strategies to minimise possible suspension of licenses, as a result of any unpaid fines.

Queensland

- Develop and deliver new localised Indigenous Road Safety Programs, as part of the existing [Indigenous Driver Licensing Program](#), in partnership with relevant stakeholders, targeted for delivery in schools and community settings as part of a cross-agency collaboration approach.
- Continue to deliver the Community Road Safety Grants Learner Driver Mentor Program to support vulnerable and disadvantaged people get a driver licence.
- Work with local governments and communities to establish a place-based approach to road safety that is tailored to locally-identified priorities. Place-based approaches target the specific circumstances of a place and engage the community and a broad range of local organisations from different sectors as active

Strategy summary actions	Summary of jurisdiction actions
	<p>participants in their development and implementation. This program of work will have a significant impact on regional and remote communities as they face unique challenges, hold local knowledge and are fundamental to improving road safety outcomes.</p> <p><u>South Australia</u></p> <ul style="list-style-type: none"> • In consultation with Aboriginal communities, investigating prevention and diversionary programs to improve road user behaviour and reduce the over-representation of Aboriginal people in the criminal justice system. • Evaluating and expanding the On the Right Track program to deliver better licensing outcomes for Aboriginal people. • Providing child-restraint installation and education through the On the Right Track program. <p><u>Tasmania</u></p> <ul style="list-style-type: none"> • Tasmania supports community-based road safety initiatives that have a focus on supporting licensing outcomes for Aboriginal and Torres Strait Islander communities (refer to Tasmanian Road Safety Action Plan, p.18 and the Learner Driver Mentor Program). <p><u>Victoria</u></p> <ul style="list-style-type: none"> • Victoria has the L2P program, which is a driver mentor program to assist disadvantaged novice drivers to gain their licences. <p><u>Western Australia</u></p> <ul style="list-style-type: none"> • WA is partnering with local communities and representative organisations to: <ul style="list-style-type: none"> ○ develop and implement co-designed and culturally responsive road safety education and intervention programs ○ Support measures that address recognised barriers to obtaining a driver’s licence and registering a vehicle. • The WA Aboriginal Engagement Transport Portfolio (AETP) branch has been recently created to expand and support management of Aboriginal engagement and participation strategies for Portfolio infrastructure projects as well as create new employment pathways, training and business opportunities. Over the next 5 years, the WA Transport Portfolio is committed to awarding \$700 million of contracts to Aboriginal businesses, as well as aiming for 3.5 million hours to be completed by Aboriginal workers across significant capital works, services, and maintenance programs. These efforts will support better social, economic and educational outcomes for Aboriginal people in WA.

Vulnerable road users

Strategy summary actions	Summary of jurisdiction actions
<p>Implement Movement and Place approaches across the road network to support best practice speed management and tailored Safe System road treatments to provide safe road environments for pedestrians and cyclists</p> <p>Promote sustainable and integrated transport alternatives to private vehicle use</p> <p>Develop a national guide for best practice and consistent speed limit setting to prevent fatal and serious injuries to vulnerable road users including consideration of reviewing the default speed in built-up areas</p> <p>Implement infrastructure treatments for the protection of all vulnerable road users</p> <p>Strengthen graduated licensing arrangements for novice motorcycle riders</p> <p>Promote consumer information about the benefits of protective clothing and helmets for vulnerable road users</p> <p>Adopt best practice coordinated enforcement and education on key behavioural issues including minimum passing distance, speed limits and drug and alcohol laws</p> <p>Other actions relating to this priority</p>	<p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> • In making decisions about setting speed limits, the ACT Government applies the Safe System approach outlined in the ACT Road Safety Strategy 2020-25 and the Movement and Place framework which recognises that road environments cater to a wide range of users and often have dual purposes. • As part of the ACT Road Safety Action Plan 2020-23, the ACT will ensure that active travel is a key part of the planning and design of new suburbs, infill, and other infrastructure, to encourage sustainable transport and to improve safety for vulnerable road users. • As part of the ACT Road Safety Action Plan 2020-23, the ACT will: <ul style="list-style-type: none"> ○ expand and evaluate innovative approaches and measures to reduce speeding and change road user behaviour including possible reforms to the ACT’s penalties for exceeding the speed limit and education programs ○ Explore innovations in enforcement and compliance that promote road safety outcomes. ○ Review the road transport penalties framework to ensure that the penalties are commensurate with the road safety risk associated with the unsafe behaviour and support behavioural change, including appropriate application of: <ul style="list-style-type: none"> ▪ Infringement notice penalties ▪ Demerit points ▪ Court fines ▪ Licence suspensions or disqualifications ▪ Education programs ▪ Imprisonment. • The ACT Government, through the ACT Climate Change Strategy 2019-2025, is committed to encouraging the uptake of zero emission vehicles, encouraging active travel and supporting sustainable travel choices. • Ongoing public education campaigns to support safer road use. • The ACT Government delivers a range of school-based programs and initiatives to support active travel and creating safer environments and infrastructure improvements to promote and encourage children to ride or walk to school. School based initiatives include: <ul style="list-style-type: none"> ○ School Crossing Supervisor Program ○ Active Streets ○ Ride or Walk to School. • Funding has been provided via the ACT Road Safety fund in 2021 to:

Strategy summary actions

Summary of jurisdiction actions

- investigate the use of protective motorcycle clothing by riders in the ACT and the promotion of MOTOCAP
- investigate crashes involving older pedestrians in the ACT
- engage parents in immersive children’s road safety messages
- long term monitoring of bicycle passing distance on ACT roads
- compare e-scooter safety in the ACT and other jurisdictions
- identify impacting factors of road network and land use correlated with accidents with VRU.
- Signs have been erected across the ACT road network to remind drivers of safe passing distance with cyclists.
- Funding has been allocated to trial a protected pop-up bike lane.

New South Wales

- Deliver a new Towards Zero Safer Roads Program by 2030 to systematically build a safer road network through safety infrastructure and speed management.
- Integrating Safe System guidance into the Movement and Place Framework and Practitioner Guide for NSW, including safety principles from the Safe System Assessment Framework and updated NSW Speed Zoning Guidelines to ensure safe systems thinking is incorporated into the planning and design of cities and towns and surrounding streets and roads.
- Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms and safer speed settings particularly 30km/h and 40km/h zones.
- Streamlining operational and business processes to better support local government requests to lower speed limits in line with revised NSW Speed Zoning Guidelines (noting current Speed Zone Guidelines are dated 2011).
- Deliver enhancements to the motorcycle Graduated Licensing Scheme to improve motorcycle safety outcomes including consideration of:
 - Licensing requirements and restrictions consistent with best practice
 - Expanding the reach of, and access to mandatory rider training – especially reviewing undeclared areas
 - Other training and assessment enhancements including instructor skill development.
- Assess the feasibility of an incentive program to increase the use of motorcycle protective equipment measures, and of mandating the use of protective boots and gloves for novice riders, to reduce serious injuries among motorcyclists.

Strategy summary actions

Summary of jurisdiction actions

- Investigate mandating motorcycle anti-lock braking systems as part of the Learner Approved Motorcycle Scheme for novice motorcyclists, to prevent wheel locking and increase motorcycle stability in near-crash situations.
- Promote information to encourage safer consumer choices for new and used vehicles, child restraints and motorcycle protective clothing and helmets.
- Work with retailers to increase uptake of the safest motorcycle protective clothing, child restraints, and motorcycle helmets as rated by the MotoCAP, CREP and CRASH programs respectively.
- Deliver the Automated Enforcement Strategy to deliver more innovative, flexible and sustainable technology solutions, optimize ongoing rollout of automated enforcement, and maximise safety benefits.
- Establish an enforcement technologies program to continue to investigate and trial new technologies that will deliver more efficient, evidence-based enforcement, targeted to high-risk behaviours.
- Develop a trial, targeted education program to address risk taking by the small group of high-risk, repeat offenders who are outside the scope of current behavioural road safety initiatives.
- Develop improved community education, engagement and awareness of speed enforcement to increase compliance and build community support for the role of speed enforcement in saving lives
- Investigate and, if feasible, trial an offender Intelligent Speed Assist Program.
- Explore options to improve road safety in work zones, including flexible automated enforcement measures.
- Establish a Drug and Alcohol Road Safety Advisory Group to revitalise the strategy for drug and alcohol testing of drivers in NSW—including the scale of testing and testing processes—with a view to achieving greater efficiency, reach and deterrence of unsafe behaviour and trauma reductions.
- Continue to deliver 200,000 mobile drug tests per year to deter driving after drug use and reduce drug related road trauma.
- Seek to establish a partnership with industry and/or research organisations to encourage streamlined, effective and faster roadside drug testing.
- Deliver new and enhanced education programs for drink and drug driving offenders, consistent with the drink and drug driving education strategy.
- Develop new drug driving and drink driving behaviour change campaigns, integrated with enforcement and supported by enhanced communication materials.
- Ensure that bicyclists who are involved in fatal crashes are subject to the same mandatory drug and alcohol testing requirements as other motorists.
- Develop reforms to post-crash drug and alcohol testing so that requirements extend to drivers that are involved in crashes that cause grievous bodily harm, not only fatal crashes.

Strategy summary actions

Summary of jurisdiction actions

- Support wider scale rollout of alcohol interlocks and/or other technologies (such as passive alcohol sensors) that prevent drink-driving.
- Develop and deliver a drink and drug driving research program to:
 - Monitor and share research relating to enforcement and crash risk
 - Analyse the ongoing involvement of drugs in NSW road trauma
 - Evaluate enforcement initiatives.
- Expand the Mobile Phone Detection Camera Program to enforce seatbelt non-use laws
- Develop and trial a new roadside interaction guideline in partnership with NSW Police that will highlight the risks of fatigue with drivers, reflecting the latest behaviour change principles.

Northern Territory

- Evaluate and strengthen road safety education programs including road safety education in the school curriculum.
- Explore incentive programs which reward good driver/rider behaviour with other organisations.
- Implement a blood alcohol concentration (BAC) limit for supervising drivers.
- Develop a revised Graduated Driver Licensing System adopting best practise (where appropriate for the Northern Territory) for consideration by Government.
- Develop targeted strategies and initiatives to create a positive road safety culture with young Territorians.
- Lane filtering and awareness campaign.
- Develop a standalone Graduated Licensing System for motorcyclists (including mopeds and scooters), which considers mandating rider training, for consideration by Government.
- Implement a motorcycle safety community awareness campaign aligned with Police enforcement.
- Develop and implement an awareness campaign for the safe use of All Terrain Vehicles (ATV) and off-road buggy vehicles.
- Encourage widespread use of protective motorcycle clothing.
- Ensure appropriate infrastructure is in place at all high-risk pedestrian areas, including lighting, fencing and safe crossing options.
- Convert the multi-lingual travel planner into a user-friendly mobile application.
- Improve road safety information on major tourist routes, at rest stops and at points of hire.
- Invest in separated cycling infrastructure.
- Promote bike education for school students and safe cycling with other groups, such as heavy vehicles.
- Introduce a minimum overtaking distance law for passing cyclists (the '1 m rule'), including a targeted education and awareness campaign, which aligns with Police enforcement.

Strategy summary actions

Summary of jurisdiction actions

Queensland

- Review the speed limit hierarchy across Queensland with a view to reducing fatal and serious injury crashes through lower speeds. This includes targeted speed reductions in areas where there are high numbers of vulnerable road users, improving the balance between Movement and Place.
- Deliver the Ride to Zero program by collaborating with motorcycle groups and organisations to actively contribute to the development and implementation of a toolkit of resources that support a community-led approach to improving rider safety.
- Investigate and implement measures that improve the safety of [Personal Mobility Device](#) users and their interaction with pedestrians.
- Work with local governments and communities to establish a place-based approach to road safety that is tailored to locally-identified priorities. Place-based approaches target the specific circumstances of a place and engage the community and a broad range of local organisations from different sectors as active participants in their development and implementation. This program of work will have a significant impact on regional and remote communities as they face unique challenges, hold local knowledge and are fundamental to improving road safety outcomes.
- Deliver the [Targeted Road Safety Program](#).
- Develop local infrastructure solutions through Network Safety Plans to guide the delivery of infrastructure projects to reduce crash risk for Queensland roads and roadsides, with a particular focus on regional and rural roads.
- Introduce [new penalties targeting high risk driving behaviours](#), including speeding, red-light and seatbelt offences.
- Expand the [Camera Detected Offence Program](#) (speed, red-light and mobile phone and seatbelt offences), including in regional and rural areas. To do this, we will:
 - Undertake an evaluation of the mobile phone and seatbelt camera program to determine whether we are achieving ‘anywhere, anytime’ deterrence, and to inform further expansion and continuation of the program
 - Consider additional offence types and future innovative enforcement technologies.
- Deliver the [StreetSmarts](#) road safety behaviour change program, including events that engage the community to help develop targeted, co-designed road safety campaigns and programs, with particular focus on high priority issues such as drug driving.
- Investigate and implement innovative approaches to improve road safety for young people including through the [Co-Lab Youth Road Safety Challenge](#) and the Re:Act Inspiring Change Initiative.

Strategy summary actions

Summary of jurisdiction actions

- Develop a package of drug driving reforms based on best practice, contemporary research evidence and stakeholder consultation.

South Australia

- In 2021 enhancements to the South Australian motorcycle Graduated Licensing Scheme (GLS) came into operation to improve the safety of novice motorcyclists and other road users.
- Co-ordinated education campaigns to improve and maintain public understanding about the use of child restraints, most recently to translate child restraint information resources into other languages.
- Trialling a collaborative school precinct approach, within a rural local government area, to improve safety around schools in regional SA.
- Trialling smart school zones to identify innovative pedestrian safety solutions.
- Bicycle education to provide primary school-aged children with practical skills and knowledge about cycling, traffic and road rules.
- Road safety infrastructure treatments and kiss and drop zones to support the movement of children to and from school, with an investment by the South Australian Government of over \$10 million.
- Working with local government and schools to deliver improvements in local streets that facilitate the safe movement of children walking, riding, scooting or skating to and from school with an annual investment by the South Australian Government of \$200,000.
- Investing in safer local roads and community environments, including priority intersection upgrades, pedestrian crossings and improved local traffic management, at 5 priority locations. Investment by the South Australian Government is over \$7 million.

Tasmania

- Establish speed limits that are more appropriate to the safety features of individual roads.
- Over \$31 million to improving safety in towns and cities, including:
 - Deliver targeted infrastructure upgrades at high traffic areas to reduce serious crashes in urban areas and to improve safety for vulnerable road user groups
 - Support community involvement in road safety through the Community Road Safety Grants Program
 - Investigate emerging technologies and demonstrate innovative low-cost infrastructure treatments in urban areas
- The [Transport Access Strategy](#), which sets out the Tasmanian Government’s approach to providing better integrated and coordinated land-based passenger transport services for all Tasmanians, particularly those disadvantaged through economic circumstances, age, or disability.

Strategy summary actions

Summary of jurisdiction actions

- Conduct motorcycle road safety audits and consult with the motorcycling community to identify innovative safety solutions on popular touring routes.
- Investigate an improved GLS for motorcyclists to ensure they are appropriately experienced and capable before they are granted a full licence.
- In 2017, the Tasmanian Government introduced an enhanced motorcycle training and assessment regime in consultation with the Tasmanian Motorcycle Council. The new regime was based on the best-practice training and assessment program developed in Victoria. It is comprised of the Pre-Learner Course, the Check Ride, and the Pre-Provisional Test.
- Improve motorcyclist safety by promoting protective clothing and increasing motorcycle-focused enforcement measures.
- Fund [MotoCAP](#).
- Encouraging safer road use, including:
 - Investigate and implement enforcement strategies to reduce speeding, inattention, distraction, and other high-risk driving behaviours. A new mobile speed camera program is about to commence, supported by the Over is Over public education campaign. Stage 2 will include mobile phone and seatbelt detection.
 - Ensure participation in the Mandatory Alcohol Interlock Program to prevent repeat offenders from driving while intoxicated.
- Ongoing public education campaigns to support safer road use.

Victoria

- Safe Routes to School is a funded program designed to improve road safety around pick up and drop off times, create safe walking, cycling and scooting routes to school to encourage active transport.
- School crossing supervisor program: This program provides funding over 2 years to enable the delivery of the existing School Crossing Supervisors Program across 79 municipalities.
- Bike Ed is a program that gives children and adults the opportunity to learn about safe riding behaviours, road rules and riding in a shared environment. Bike Ed uses practical lessons to ensure riders have the physical abilities to ride safely and older students to ride independently.
- Pop Up bike lanes – DoT is trialling up to 100 kilometres of new and improved bike routes across key inner-Melbourne suburbs to make it easier and safer for people to ride to and from the CBD and within their local area.
- \$23 million to improve pedestrian crossings and traffic calming measures in high pedestrian areas.
- Victoria currently reviews speed limits on a case by case basis and makes changes across the road network as part of a business as usual approach.

Strategy summary actions

Summary of jurisdiction actions

- Speed Zoning Guidelines: Guidelines were updated in December 2021 to provide improved guidance.
- Motorcycle Safety Levy: \$7 million per year to treat motorcycle crashes including both infrastructure and behavioural projects.
- Motorcycle Safety infrastructure: The Victorian and Australian Governments invested \$14.4 million on 7 motorcycle safety route improvements in high-risk motorcycle routes across Victoria as part of the \$300 million Road Safety Program.
- Motorcycle Safety Framework: A new Motorcycle Safety Framework is in development, to support the strategic identification of countermeasures to reduce motorcyclist fatal and serious injuries state-wide. A literature review and analysis of fatal and serious injury crash data is currently underway.
- Motorcycle GLS: Victoria introduced its new motorcycle graduated licensing system in 2016.
- Manufacturer's Guide for Motorcycle Protective Clothing: Under the Motorcycle Safety Levy, a manufacturer's guide for motorcycle protective jackets and pants is in development. This guide is intended to improve clothing quality, with evidence suggesting available clothing is not designed for optimal safety.
- Crash Card – The motorcycle CRASH card is a small card that motorcyclists and their passengers can carry in their helmets. The card provides emergency service personnel with the rider's personal information such as next of kin and medical and personal details, saving valuable time and assisting with treatment, especially if the rider is either unconscious or unable to communicate.
- Minimum passing distance: Implementation of minimum passing distance legislation completed. The road rule requiring motorists to leave a minimum 1 metre safe passing distance when travelling up to 60km/h or 1.5 metres distance with speeds above 60km/h will be supported by a strong community education program to help keep bicycle riders safe.
- DETOURS – DOT is piloting a Behaviour Change Program specifically designed for underage offending called DETOURS. It is envisaged this program will be an option for the courts when giving diversion to underage offenders.
- Hooning Community Reference Group – the Hooning Community Reference Group (HCRG) comprises experts, local government, and community for the purpose of providing feedback and recommendations for short, medium, and long-term options to enhance and support deterrence of hooning in Victoria.
- Investigate options for establishing a zero BAC limit for high risk drivers and riders. Work with community, industry and government stakeholders to identify appropriate policy settings to mitigate the risk.

Western Australia

- Investing in metropolitan and regional intersection treatments to reduce the severity of crashes and improve pedestrian facilities.

Strategy summary actions

Summary of jurisdiction actions

- Developing WA's first whole-of government Bike Riding Strategy and identify opportunities to improve safety and increase participation in bike riding, walking and other forms of active transport.
- Delivering on initiatives within the WA's Long Term Cycle Network, with a focus on purpose built cycling infrastructure to create the Primary Route Network, to support bicycle riding as a safe, connected and convenient form of transport.
- Evaluating and promote the outcomes of Safe Active Streets which lower speeds to 30km/h on quiet local streets and allow for a safer shared street space.
- Working with relevant state government agencies, local governments, and communities to reduce vehicle speeds around schools and other areas where children are at greater risk.
- Developing a speed management strategy for safer speeds on WA's most dangerous roads
- Working with Local Governments, WA Local Government Association and stakeholders to identify and implement safer speeds in local areas.
- Implementing Safe pedestrian crossing policy & guidelines.
- Implement warrants and design criteria for speed reducing infrastructure measures on State roads.
- Developing WA's first whole-of government Bike Riding Strategy and identify opportunities to improve safety and increase participation in bike riding, walking and other forms of active transport.
- Delivering on initiatives within the WA's Long Term Cycle Network, with a focus on purpose built cycling infrastructure to create the Primary Route Network, to support bicycle riding as a safe, connected and convenient form of transport.
- Delivering [METRONET](#), a transport program with approximately 72 kilometres of new passenger rail and 22 new stations, which will promote easy and accessible travel alternatives to private vehicle use.
- Developing a speed management strategy for safer speeds on WA's most dangerous roads.
- Working with Local Governments, WA Local Government Association and stakeholders to identify and implement safer speeds in local areas.
- Investigate speed management approaches for built-up areas.
- Investing in metropolitan and regional intersection treatments to reduce the severity of crashes and improve pedestrian facilities.
- Developing WA's first whole-of government Bike Riding Strategy and identify opportunities to improve safety and increase participation in bike riding, walking and other forms of active transport.
- Delivering on initiatives within the WA's Long Term Cycle Network, with a focus on purpose built cycling infrastructure to create the Primary Route Network, to support bicycle riding as a safe, connected and convenient form of transport.
- Identify motorcycle routes for future upgrades.
- Improving the [Motorcycle Graduated Licensing System](#).

Strategy summary actions	Summary of jurisdiction actions
	<ul style="list-style-type: none"> • Expand the Low-cost urban intersection program. • WA researches, tests and promotes the safest protective clothing for motorcycle riders, through the Motorcycle Clothing Assessment Program. • Implement innovative detection and enforcement of high-risk and inattention-type offences. Currently, triallying the use of the latest mobile point to point safety camera technology to identify a number of high-risk behaviours including speeding, not wearing a seatbelt and using a mobile phone while driving. • Strengthen vehicle owner’s responsibility to identify the driver in camera-detected offences. • Prioritise traffic enforcement in regional WA, through high visibility policing on regional roads, including the Regional Enforcement Unit. • Achieve impaired driving (alcohol and drug) test targets to respond to current and emerging risk behaviours. • Target enforcement efforts on our roads in response to current and emerging risk behaviours associated with road trauma. • Implementing community awareness education programs on drink and drive, speeding, distraction, fatigue and other behavioural issues.

Risky road use

Strategy summary actions	Summary of jurisdiction actions
<p>Increase community understanding of what risky behaviours are, and how much they can increase road trauma</p> <p>Apply best practice coordinated enforcement, education, new technology and road treatments</p> <p>Implement the National Driver Distraction Roadmap</p>	<p><u>Australian Capital Territory</u></p> <ul style="list-style-type: none"> • As part of the ACT Road Safety Action Plan 2020-23, the ACT will: <ul style="list-style-type: none"> ○ expand and evaluate innovative approaches and measures to reduce speeding and change road user behaviour including possible reforms to the ACT’s penalties for exceeding the speed limit and education programs ○ Explore innovations in enforcement and compliance that promote road safety outcomes. ○ Review the road transport penalties framework to ensure that the penalties are commensurate with the road safety risk associated with the unsafe behaviour and support behavioural change, including appropriate application of: <ul style="list-style-type: none"> ▪ Infringement notice penalties ▪ Demerit points ▪ Court fines

Strategy summary actions	Summary of jurisdiction actions
<p>Work towards the notion of ‘self-explaining’ roads – intuitively leads road users into compliance</p> <p>Develop a national framework for the introduction of lower tolerances for driving impaired</p> <p>Establish national guidelines to support the introduction of Intelligent Speed Assist into the vehicle fleet</p> <p>Develop and implement an education program for court officials within the justice system to better understand the harms that lead to road trauma</p> <p>Other actions relating to this priority</p>	<ul style="list-style-type: none"> ▪ Licence suspensions or disqualifications ▪ Education programs ▪ Imprisonment <ul style="list-style-type: none"> • The ACT government will: <ul style="list-style-type: none"> ○ develop and distribute community awareness campaigns through a variety of means to support compliance with road transport laws, promote safe behaviours and improve road safety outcomes. Campaigns will include speeding, drink and drug driving, distraction, and vulnerable road users. ○ Investigate the use of mobile phone detection cameras in the ACT. ○ Explore the use of technology-neutral road rules in the ACT to address the issue of driver distraction based on the work being undertaken by the NTC. • The ACT has created a range of ‘self-explaining environments’, following safe system assessments as part of upgrades and new capital work projects. ACT CBD–Bunda St – is a key example of such an environment. <p><u>New South Wales</u></p> <ul style="list-style-type: none"> • Further strengthen road safety information and campaigns to educate all road user groups, including pedestrians and bicycle riders, about their road safety responsibilities, safe passing distance rules and how to better manage risks that can lead to casualty crashes in NSW. • Work with Revenue NSW to enhance road safety messaging on infringement notices from safety related camera programs and on demerit point warning letters. • Develop new drug driving and drink driving behaviour change campaigns, integrated with enforcement and supported by enhanced communication materials. • Develop improved community education, engagement and awareness of speed enforcement to increase compliance and build community support for the role of speed enforcement in saving lives. • Deliver the Automated Enforcement Strategy to deliver more innovative, flexible and sustainable technology solutions, optimize ongoing rollout of automated enforcement, and maximise safety benefits. • Establish an enforcement technologies program to continue to investigate and trial new technologies that will deliver more efficient, evidence-based enforcement, targeted to high-risk behaviours. • Develop a trial, targeted education program to address risk taking by the small group of high-risk, repeat offenders who are outside the scope of current behavioural road safety initiatives. • Develop improved community education, engagement and awareness of speed enforcement to increase compliance and build community support for the role of speed enforcement in saving lives. • Investigate and, if feasible, trial an offender Intelligent Speed Assist Program. • Explore options to improve road safety in work zones, including flexible automated enforcement measures.

Strategy summary actions

Summary of jurisdiction actions

- Establish a Drug and Alcohol Road Safety Advisory Group to revitalise the strategy for drug and alcohol testing of drivers in NSW—including the scale of testing and testing processes—with a view to achieving greater efficiency, reach and deterrence of unsafe behaviour and trauma reductions.
- Continue to deliver 200,000 mobile drug tests per year to deter driving after drug use and reduce drug related road trauma.
- Seek to establish a partnership with industry and/or research organisations to encourage streamlined, effective and faster roadside drug testing.
- Deliver new and enhanced education programs for drink and drug driving offenders, consistent with the drink and drug driving education strategy.
- Develop new drug driving and drink driving behaviour change campaigns, integrated with enforcement and supported by enhanced communication materials.
- Ensure that bicyclists who are involved in fatal crashes are subject to the same mandatory drug and alcohol testing requirements as other motorists.
- Develop reforms to post-crash drug and alcohol testing so that requirements extend to drivers that are involved in crashes that cause grievous bodily harm, not only fatal crashes.
- Support wider scale rollout of alcohol interlocks and/or other technologies (such as passive alcohol sensors) that prevent drink-driving.
- Develop and deliver a drink and drug driving research program to:
 - Monitor and share research relating to enforcement and crash risk
 - Analyse the ongoing involvement of drugs in NSW road trauma
 - Evaluate enforcement initiatives.
- Expand the Mobile Phone Detection Camera Program to enforce seatbelt non-use laws.
- Develop and trial a new roadside interaction guideline in partnership with NSW Police that will highlight the risks of fatigue with drivers, reflecting the latest behaviour change principles.
- Continue to deliver the NSW Mobile Phone Detection Camera Program.

Northern Territory

- Focussed police traffic enforcement activities, to support priority areas.
- Review penalties for drug driving and the process for prosecution.
- Develop options for approved Drink Driver education programs to increase accessibility and maximise uptake.
- Deliver a targeted drug driving community awareness campaign that is aligned with Police enforcement.
- Review penalties for mobile phone use to align with other Australian jurisdictions.

Strategy summary actions

Summary of jurisdiction actions

- Review the coverage of red light/speed cameras; identify and increase the use of technological solutions, including ANPR, to support increased enforcement of traffic offences.
- Deliver a speed and driving to conditions awareness campaign which aligns with Police enforcement.
- Deliver a driver distraction awareness campaign, aligned with Police enforcement.
- Implement new speed enforcement technology.

Queensland

- Deliver the [StreetSmarts](#) road safety behaviour change program, including events that engage the community to help develop targeted, co-designed road safety campaigns and programs, with particular focus on high priority issues such as drug driving.
- Investigate and implement innovative approaches to improve road safety for young people including through the [Co-Lab Youth Road Safety Challenge](#) and the Re:Act Inspiring Change Initiative.
- Deliver a communication resource hub to enhance community understanding of the role health plays in safe driving, including medical condition reporting.
- Deliver road safety education to children, adolescents and young adults through the *Queensland Road Safety Education Blueprint* and the Community Road Safety Grants, with a particular focus on young people entering the licensing system and novice drivers.
- Building on the new camera technology, we will develop, trial and adopt new technologies to improve road safety.
- Improve roadside behavioural change technology, for example, cameras that pick up risky behaviours and provide real time feedback to drivers.
- Smarter solutions for monitoring driver fatigue and heavy vehicle compliance.
- Progressive deployment of connected vehicle safety services.
- Roll out of the Hold the Red initiative and trial Rural Intersection Activated Warning Signs to make intersections safer.
- The Roadways Behaviour Monitoring System.
- Using open data sources to target specific cohorts of road users to influence driving decisions.
- Expand the [Camera Detected Offence Program](#) (speed, red-light and mobile phone and seatbelt offences), including in regional and rural areas. To do this, we will:
 - Undertake an evaluation of the mobile phone and seatbelt camera program to determine whether we are achieving ‘anywhere, anytime’ deterrence, and to inform further expansion and continuation of the program
- Consider additional offence types and future innovative enforcement technologies.

Strategy summary actions

Summary of jurisdiction actions

South Australia

- The THINK! Road Safety partnership program with a focus on regional road users, effective road safety education and building a culture of road safety.
- Campaigns and education programs about dangerous road user behaviour and safe road use.
- Installing mobile phone detection cameras at high-risk metropolitan sites to detect illegal mobile phone use while driving.
- Introducing the ability for immediate loss of licence at the roadside for certain dangerous road traffic offences.
- Law enforcement activities to target recidivist drivers with a focus on the ‘fatal five’ driver behaviours.

Tasmania

- Ongoing public education effort, particularly in relation to the ‘fatal five’ – speed, alcohol/drugs, seatbelts, distraction, and fatigue
- Improve enforcement of high-risk behaviours ([refer to Tasmanian Road Safety Action Plan, p.21](#)).
- Encouraging safer road use, including:
 - Investigate and implement enforcement strategies to reduce speeding, inattention, distraction, and other high-risk driving behaviours. A new mobile speed camera program is about to commence, supported by the Over is Over public education campaign. Stage 2 will include mobile phone and seatbelt detection
 - Ensure participation in the Mandatory Alcohol Interlock Program to prevent repeat offenders from driving while intoxicated
 - Ongoing public education campaigns to support safer road use.
- Conduct motorcycle road safety audits and consult with the motorcycling community to identify innovative safety solutions on popular touring routes ([refer to Tasmanian Road Safety Action Plan, p.13](#)). Note: Has a focus on ‘self-explaining’ roads for popular motorcyclist routes
- Establish a rural roads grants program for local government - Safer Rural Roads program (SRRP) ([refer to Tasmanian Road Safety Action Plan, p.13](#)). Note: Has a focus on ‘self-explaining’ rural roads
- Expand the Vulnerable Road User Program (VRUP) ([refer to Tasmanian Road Safety Action Plan, p.15](#)). Note: Has a focus on ‘self-explaining’ urban areas / Movement and Place (high Place value).

Victoria

- Motorcycle Awareness Month: Launching October 2022, multiple initiatives including the CRASH card, safety reminders, community events and TAC safety gear campaign developed through Victoria’s Motorcycle Community Engagement Panel (MCEP).

Strategy summary actions

Summary of jurisdiction actions

- TAC Safety Campaigns: Current campaigns detailed on TAC website.
- Variable Message Signs – Delivery of targeted on-road safety messaging to support key road safety information, campaigns and Victoria Police operations.
- Community Grants – The Department of Transport Community Road Safety Grants Program provides up to \$1.5 million in funding to empower local communities to prevent serious injuries and reduce the number of lives lost on Victoria’s roads.
- Mobile Camera Expansion Program: This program is designed to improve speed compliance by delivering a 75% increase in mobile safety camera deployments, including an increase in new camera sites, by June 2023.
- Mobile Speed Expansion Optimisation Plan: Development of a framework to guide camera deployments to better deter speeding.
- Speed and red light intersections: installation of 35 new fixed intersection safety cameras and two sets of highway safety cameras.
- Distracted driver camera program: Mobile phone camera enforcement trial was undertaken. The new cameras will enforce illegal mobile phone use and seatbelt non-compliance.
- Optimise the management of repeat drug driving offences: This research project involves a review of the approach to managing drug-driving offences, with a view to identify the most appropriate measures/response to repeat offending.
- Optimise therapeutic approaches to managing high risk drivers: A small proportion of high-risk offenders are not deterred by current penalties and continue to drive and engage in dangerous behaviours. For these drivers, addressing the underlying health and socio-economic issues is an important factor in reducing the likelihood of ongoing high-risk offending. Victoria is investing close to \$2 million to work across government to strengthen our approach to reducing the risk from these high-risk traffic offenders.
- Investigate options for establishing a zero BAC limit for high-risk drivers and riders, by working with community, industry and government stakeholders to identify appropriate policy settings to mitigate the risk.
- Zero BAC for high-risk groups: Implementation of a zero BAC limit for all heavy vehicle drivers has been completed. New legislation was introduced from 1 April 2021 to extend the zero BAC limit to all heavy vehicle drivers (GVM > 4.5 tonnes). Further research is now being undertaken for additional high-risk cohorts.
- Pilot new passive alcohol detection technologies: Research is being conducted into passive alcohol sensor technology on a prototype vehicle.

Strategy summary actions

Summary of jurisdiction actions

Western Australia

- WA is developing and implementing road safety media and education campaigns that raise awareness, educate and support behaviour change.
- Implement innovative detection and enforcement of high-risk and inattention-type offences. Currently, [trialling](#) the use of the latest mobile point to point safety camera technology to identify a number of high-risk behaviours including speeding, not wearing a seatbelt and using a mobile phone while driving.
- Strengthen vehicle owner's responsibility to identify the driver in camera-detected offences.
- Prioritise traffic enforcement in regional WA, through high visibility policing on regional roads, including the Regional Enforcement Unit.
- Achieve impaired driving (alcohol and drug) test targets to respond to current and emerging risk behaviours.
- Target enforcement efforts on our roads in response to current and emerging risk behaviours associated with road trauma.
- Expand the Low-cost urban intersection program which includes road safety countermeasures that support compliance with safe speeds.
- Evaluating and promote the outcomes of Safe Active Streets which includes road safety countermeasures that support compliance with lowered speed limit of 30km/h on quiet local streets and allow for a safer shared street space.