

National Road Safety Annual Progress Report 2023



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Introduction

Australian Government and state and territory infrastructure and transport ministers have agreed to report annually on the progress of the implementation of the [National Road Safety Strategy: 2021–30](#) (Strategy) and the [National Road Safety Action Plan 2023–25](#) (Action Plan). The Strategy was agreed by all Australian governments in May 2021, and sets the agenda for coordinated and planned government action to improve road safety over the next 10 years.

This report incorporates information provided by jurisdictions on the enabling activities in the Strategy and progress towards meeting agreed targets against the identified priority areas. It provides a comprehensive picture of the activities being undertaken by all Australian governments to track the progress towards the targets articulated in both the Strategy and the Action Plan.

For the first time, some data is available against the Strategy's Safety Performance Indicators (SPIs) – beyond just road deaths and serious injuries. However, there is significant variation in the data collected and reported by states and territories as a consequence of road safety data being derived from systems and processes established to meet each jurisdiction's legislative and management requirements. As such, reporting against SPIs is incomplete, and agreed proxy data has been used. The Australian Government anticipates that the National Data and Reporting Framework, agreed to through the Action Plan, will better harmonise national road safety data sets in the future.

While all governments will continue to improve data collection and reporting against the SPIs, current gaps highlight the complexity of road safety data, and the need for national uniformity and consistency. The measures in the Action Plan which are aimed at improving our national road safety data will be instrumental in enabling us to shift from the primarily narrative focus in this year's report, to a more data-driven approach where progress can be tracked and compared over time.

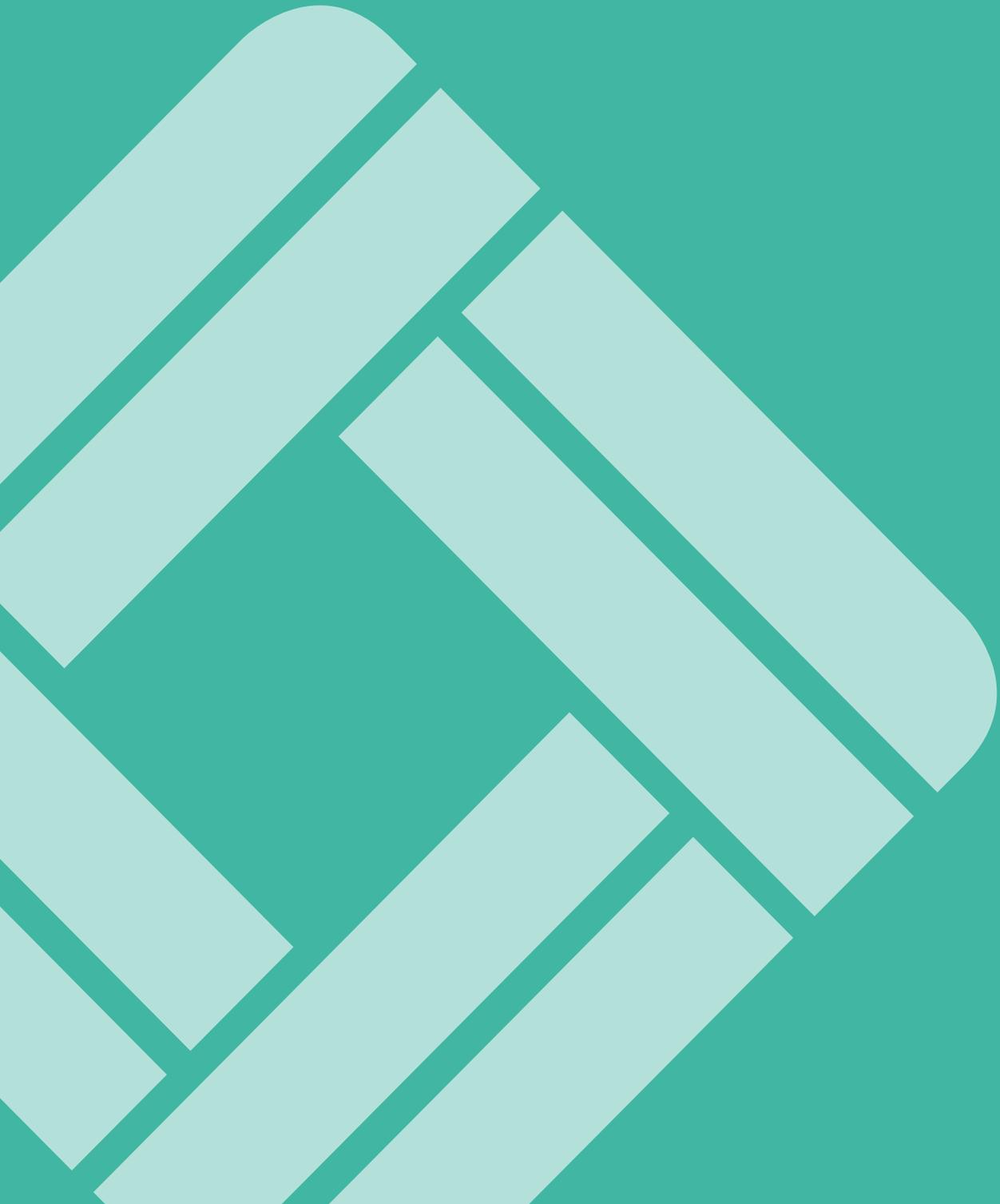


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Snapshot of state and territory road safety strategies and action plans

Each state and territory government's efforts to achieve its road safety objectives contributes to the success of the national commitment of all governments towards *Vision Zero*. All states and territories implement their own road safety strategies and action plans to address road safety issues and priorities within their own jurisdictions. There are shared targets, actions and priorities between the National Strategy and Action Plan, and state and territory strategies and action plans. Below is a summary for each jurisdiction.



Australian Capital Territory

The Australian Capital Territory (ACT) Government *Road Safety Strategy 2020–25* (Strategy) outlines its commitment to improving road safety and reducing road trauma in the ACT, setting it on the path to *Vision Zero*. The Strategy outlines the ACT's approach to road safety and the principles that will guide road safety policy in the ACT.

The first *ACT Road Safety Action Plan 2020–23* under this Strategy focused on: distraction; drink and drug driving; vulnerable road users; and speeding. The ACT works closely with the ACT Chapter of the Australasian College of Road Safety and neighbouring New South Wales local councils to address road safety concerns that could affect drivers from the ACT and the region. This includes the Kings Highway summer campaign targeting a major highway connecting the ACT and the south coast, and the Monaro Highway Snow Safe campaign. The second Action Plan under the Strategy, the *ACT Road Safety Action Plan 2024–25* was released in December 2023.

Oversight of progress in meeting the ACT's *Vision Zero* objectives is provided by the ACT Road Safety Advisory Board which is supported by subcommittees including the ACT Road Safety Camera Management Group and the ACT Road Safety Task Force comprising all government agencies responsible for the implementation of the *ACT Road Safety Strategy*.

For further information see: [ACT Road Safety Strategy 2020–25](#) and [ACT Road Safety Action Plan 2024–25](#).



New South Wales

In April 2022, the New South Wales (NSW) Government announced the new *2026 Road Safety Action Plan* (Plan). Building on the accomplishments of the previous *Road Safety Action Plan 2021*, the new Plan includes new targets to halve deaths and reduce serious injuries by 30% on NSW roads by 2030. It also outlines the priority initiatives for delivery over the next five years to progress towards achieving the new targets. Life-saving measures in the new Plan will continue to be delivered through the Community Road Safety Fund, which ensures that every dollar generated from road safety camera detected offences goes back into the delivery of road safety initiatives.

For further information see: [Road Safety Action Plan 2021](#), [NSW Road Safety Strategy 2012–21](#), [NSW Future Transport Strategy](#), and [NSW 2026 Road Safety Action Plan](#).



Northern Territory

The Northern Territory (NT) Government remains committed to reducing road trauma in the territory. Under the *Towards Zero Road Safety Action Plan 2018–22*, the NT has delivered a number of focused actions to improve road safety for all road users. Priority areas include: alcohol and drugs; seat belts; speed and driving to the conditions; roads and roadsides; safer vehicles; and vulnerable road users.

A new *Towards Zero Road Safety Action Plan 2024–2028* (Plan) is currently in development. Road Safety Roundtables involving key road safety stakeholders were held in Darwin and Alice Springs in May 2023 to inform the development of the new *Road Safety Action Plan*. The Road Safety Roundtable outcomes have contributed to the development of a discussion paper for further broader community consultation to assist in the development of the new Plan.

For further information see: *NT Towards Zero Road Safety Action Plan 2018–22* https://roadsafety.nt.gov.au/_data/assets/pdf_file/0007/466675/towards-zero-action-plan.pdf.



Queensland

The Queensland Government's *Queensland Road Safety Strategy 2022–31* (Strategy) takes a new, more integrated approach to road safety that considers the broader systemic factors that contribute to road trauma. Building on the Safe System at the foundation, Queensland's new model elevates and expands its approach by using Movement and Place to better understand the system, and health and behaviour to better understand road users. The model is organised into the following four priority pathways: roads and roadsides; places and spaces; individuals; and communities.

The *Queensland Road Safety Action Plan 2022–24* (Action Plan) is the first action plan under the new Strategy and contains 20 actions, each aligned with one of the four pathways in the Strategy. The actions are characterised as either continuing to deliver what we know works (for example: education and deterrence), or setting the foundations for new ways of working to improve road safety outcomes (for example: place-based initiatives, and joining up government). The Strategy and Action Plan are also supported by the *Queensland Road Safety Research and Evaluation Framework*.

For further information see: [Queensland Road Safety Strategy 2022–31](#) and [Queensland Road Safety Action Plan 2022–24](#).



South Australia

South Australia's Road Safety Action Plan 2023–2025 (Action Plan) is the first action plan developed to achieve *South Australia's Road Safety Strategy to 2031*. The Action Plan is informed by research, consultation and feedback, and identifies 63 actions in 10 areas of focus to contribute to the South Australian targets of at least a 50% reduction in lives lost and at least 30% reduction in serious injuries on South Australian roads by 2031. The Action Plan aims to improve road safety for the groups of people who are overrepresented in road trauma using the Safe System Approach. The ten areas of focus are schools and local places; public transport cycling and walking; motorcyclists; Aboriginal road users; road user behaviour; road safety in the workplace; regional and remote areas; heavy vehicles; vehicles and technology; and research and data.

For further information see: [South Australia's Road Safety Action Plan 2023–2025](#).



Tasmania

Under the Tasmanian Government's *Towards Zero Action Plan 2020–24* (Action Plan), the Tasmanian Government is progressing a number of targeted initiatives to improve safety on its roads under the following key themes of: saving young lives; making our rural roads safer; improving safety in its towns and cities; encouraging safer road use; making visitors safer; and improving safety through vehicles and technology.

Under the Action Plan, the Tasmanian Government has progressed key road safety initiatives including major enhancements to the Tasmanian Graduated Licensing Scheme to create a safer system for young drivers and their passengers, and implementing automated traffic enforcement to reduce risky road user behaviour.

For further information see: [Towards Zero – Tasmanian Road Safety Strategy 2017–2026](#) and [Towards Zero Action Plan 2020–24](#).



Victoria

The Victorian Government's *Road Safety Strategy 2021–30* outlines a commitment to halve lives lost and reduce serious injuries by 2030 and put Victoria on a path to eliminating road deaths by 2050. The first *Road Safety Action Plan 2021–23* addresses a range of strategic focus areas, with a particular focus on: vulnerable road users; people who use the roads for work or at work; supporting and enforcing safer driver behaviour; and reducing the underlying risk on the road network.

In addition, Victoria continues to deliver a range of life-saving road safety initiatives via: community grants programs; the motorcycle safety levy program; updating speed zoning guidelines; the L2P learner driver mentor program; the Bike Ed program; and through optimising enforcement to address high risk behaviours.

For further information see: [Victorian Road Safety Strategy 2021–30](#) and [Victorian Road Safety Action Plan 2021–23](#).



Western Australia

The Western Australian Government recognises that death and serious injury on the road network is unacceptable. To demonstrate its commitment to reducing road trauma, the *Driving Change Road Safety Strategy for 2020–30* (Strategy) and *Road Safety Action Plan for 2021–23* (Action Plan) outline priorities and strategic focus areas. It has set an ambitious target of reducing road trauma by 50% to 70%. The Strategy and Action Plan both build upon existing road safety efforts and what has already proven to be successful in saving lives.

For further information see: [Driving Change Road Safety Strategy 2020–30](#) and [Driving Change Road Safety Action Plan 2021–23](#).



Priority areas

Infrastructure planning and investment



Image sourced from Getty Images. Image credit Robbie Goodall

Introduction

Continued up-keep and investment in Australian roads by all Australian governments is a critical aspect of national road safety. Ongoing arrangements are in place through the *National Partnership Agreement on Land Transport Infrastructure Projects*, providing an approach to ensure that all road investments contribute to reducing road trauma with a specific focus on regional and remote roads. State, territory and local governments also continue to budget for and expend considerable finances and resources toward their road networks. Furthermore, Infrastructure and Transport Ministers have agreed that all investments in road infrastructure planning, design and construction will require the application of Safe System principles and the inclusion of safety treatments that align with these principles.

The Australian Government continues to support state and territory governments with Federal funding through the Australian Government *Infrastructure Investment Program*. The 2023–24 Federal Budget is a step toward nation-building infrastructure investment, laying the foundation to build a more sustainable, credible pipeline of projects that will be selected based on a range of economic and social objectives, including regional connectivity, liveability and safety. To help meet this objective, the Government, in consultation with government and industry stakeholders, has undertaken a *Review of the Infrastructure Investment Program* to ensure a pipeline that contributes to a more productive, sustainable and liveable Australia.

Progress on government commitments

Australian Government

The Australian Government provides funding to states, territories and local governments through a range of infrastructure sub-programs, designed to: support lifesaving road safety treatments; assist with road repair and maintenance; improve bridge infrastructure; enhance heavy vehicle access and ensure safe and efficient travel across Australian road networks.

These programs include:

- The *Road Safety Program* – funds the delivery of road safety upgrades and improvements with \$976.4 million allocated through to June 2025 – building on the more than 1,400 projects delivered to date and taking federal funding of this Program to almost \$3 billion since 2020.
- The *Black Spot Program* – targets road locations where crashes are occurring or are at risk of occurring. The Australian Government's annual commitment is progressively increasing from \$110 million to \$150 million.
- The *Bridges Renewal Program* – funds at least \$85 million per year towards the upgrade and replacement of bridges to enhance heavy vehicle access on local road networks.
- The *Heavy Vehicle Safety and Productivity Program* – funds at least \$65 million per year towards infrastructure projects that improve the productivity and safety outcomes of heavy vehicle operations across Australia.
- The Australian Government will merge the Heavy Vehicle Safety and Productivity Program (HVSP) and the Bridges Renewal Program (BRP) into a new Safer Local Roads and Infrastructure Program.
- The *Roads to Recovery Program* – provides annual funding to local governments for road repair, construction and maintenance projects. Funding will progressively double from \$500 million to \$1 billion per year through phased increases over the next five year funding period.
- The *Local Roads and Community Infrastructure Program* – a \$3.25 billion temporary program to support Australian councils to deliver priority road and community infrastructure projects and generate a range of benefits, including safer roads within local communities.

In addition, the Australian Government has taken preliminary steps to scope a review of the model [Australian Road Rules](#) and develop a Regulatory Impact Statement (RIS) on reducing the open road default speed limit. As this work progresses, the Australian Government and the National Transport Commission (NTC) will work with the states and territories including police, and local government, in its development.

The Australian Government is also in the process of developing an assessment and evaluation framework for the delivery of road safety upgrades that it funds.

Australian Capital Territory

The ACT Government uses the Australian National Risk Assessment Model (ANRAM) assessment tool to manage and prioritise Infrastructure Assessment. The use of another tool (NetRisk2) is also being explored to further develop risk assessments of its road network to better guide infrastructure planning of the high-risk high-volume arterial roads of the region.

The ACT Government has funded programs and applied Safe System principles in its implementation of road safety infrastructure investment. Training has also been provided to increase internal knowledge of Safe System principles and embed them into the ACT's network planning.

New South Wales

The NSW Government continues to deliver life-saving infrastructure treatments across the network as part of the *NSW Safer Roads Program*.

It has announced the first round of funding for a new *Towards Zero Safer Roads Program* which forms an annual investment into road safety infrastructure. The guidelines lean on the use of future network state modelling that has been done, targeting high risk roads.

NSW has also developed a future network state model, assessing the existing network against risk criteria to determine what road safety interventions can be used.

Northern Territory

The Northern Territory Government has developed nine Investment Strategies to guide investment of current and future funding. To support the *National Partnership Agreement on Land Transport Infrastructure* corridor approach, corridors include the Central Arnhem Road and the Tanami Road and the three National Highways in the NT: the Stuart Highway, Barkly Highway and Victoria Highway.

The Department of Infrastructure, Planning and Logistics (DIPL) has undertaken a risk assessment of 7,000km of the sealed road network using AusRAP and ANRAM models. Road Safety Plans will be developed for high-volume roads as a priority.

Road safety improvement works (shoulder widening, audio tactile edge lines, road side barriers, high-speed intersection upgrades, street lighting) have been undertaken on the national network where a number of high-risk crashes have been identified.

Preparations are underway to develop new project bids for the next *National Partnership Agreement on Land Transport Infrastructure* set to commence on 1 July 2024. Key high-volume arterial roads under consideration for funding bids for duplication include: Berrimah Road, McMillans Road and Vanderlin Drive. Capacity and safety upgrades are also being considered on key high-volume arterial roads including Trower Road and Bagot Road.

Project proposals under the Road Safety Program include 10 remote and five regional road safety interventions including shoulder widening, intersection upgrades and new off-road shared paths. These high-priority road safety interventions have been identified through network assessments and planning informed by crash data, stakeholder feedback, condition assessments, and long-term network plans.

Queensland

The Queensland Government's Department of Transport and Main Roads (TMR) has developed a set of draft *Network Safety Plan Stereotype Standards*. The draft *Stereotype Standards* have been used to develop a number of projects for tranche 4 of the Australian Government Road Safety Program for delivery in 2023–25. Queensland is now seeking to embed the *Stereotype Standards* within TMR to assist planning projects on the state-controlled road network, especially high-volume regional roads.

Queensland is on track with the development of all *Targeted Road Safety Program* (TRSP) funded programs including those that use *Network Safety Plans*. The TRSP applies *Safe System* principles with a focus on prioritising high-volume routes and arterial roads as well as those identified in network planning.

South Australia

The South Australian Government is undertaking several infrastructure programs in partnership with the Australian Government to improve road safety, including the \$150 million *Adelaide Hills Road Safety and Productivity Program*, *Freight Highway Upgrade Program*, *Princes Highway Upgrade Program*, and the *Roads of Strategic Importance Program*. Projects are targeted to reduce the risk of serious crashes with treatments including shoulder sealing, audio tactile line marking, delineation, and safety barriers. Work also includes major intersection upgrades, overtaking lane construction and some sections of duplication on higher volume roads.

The South Australian Government is committed to improving road safety and is delivering a comprehensive \$98 million road safety package. The new infrastructure projects funded in this package are:

- Mount Barker roundabout upgrade – \$40 million (Adelaide Road, Alexandrina Road, Wellington Road, Flaxley Road intersection)
- Regional road safety infrastructure – \$10 million over the forward estimates (\$2.5 million per annum)
- Additional mobile phone detection cameras and road safety camera infrastructure – \$12.1 million.

The operational measures funded in this package are:

- Kangaroo Island road maintenance – \$6.2 million over the forward estimates
- Additional road safety campaigns – \$6.2 million over the forward estimates
- Rider Safe – \$3.8 million over the forward estimates to deliver enhancements to Rider Safe which focus on awareness, judgement and decision making. This will boost the existing Rider Safe program with the aim of improving the skills of learner motorcyclists and reducing the number of motorcycle crashes.

This complements the work being done in partnership with the Australian Government through the Road Safety Program.

Tasmania

The Tasmanian Government is undertaking planning work and investing in infrastructure improvements that incorporate *Safe System* principles across the state road network. As part of this planning work, the Department of State Growth has been progressively preparing corridor strategies for Tasmania's major state roads. These corridor strategies assess the design and performance of the road, as well as environmental considerations and growth trends along the corridor, to identify improvement opportunities that will enhance the safe transport of people and goods. These improvement opportunities are then prioritised and implemented as resources and funding become available.

The Department of State Growth's planning efforts are used to help inform its *Capital Investment Program*, which progresses identified infrastructure improvements through the design, approval and construction stages in accordance with the respective planning work.

Victoria

The Victorian Government has commenced work on a state-wide *Network Safety Plan* (NSP) for state managed roads and guidance for Local Government Areas (LGAs) on developing their own NSPs. Victoria is using early outcomes from its *Network Safety Plan* to develop future road safety infrastructure programs.

Victoria has invested \$457.3 million in new projects from the Australian Government *Road Safety Program Tranches 1–3*. As at 19 December 2023, 175 projects have been completed.

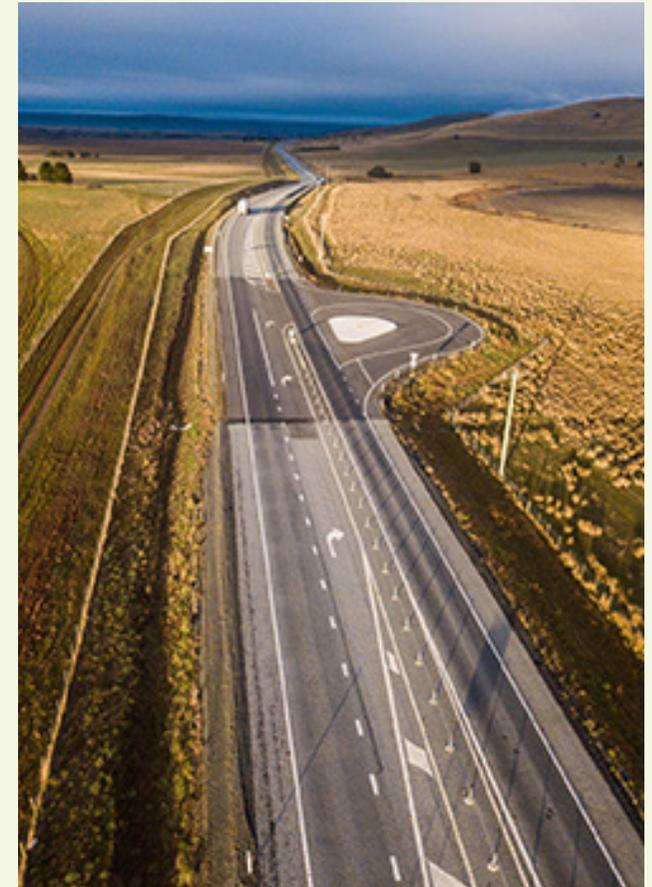
A new \$200 million *Safe Local Roads and Streets Program* will support the development and delivery of road safety infrastructure projects on local roads from July 2023 to June 2027. Recognising that local governments own 87% of Victoria's road network, supporting the capacity of local governments to plan, fund, and deliver road safety improvements on local roads will provide an important contribution to reducing regional road trauma in Victoria.

Under the *Safe Pedestrian Program*, \$23 million has been invested to make pedestrians safer at locations and along routes with high pedestrian numbers and a high-risk of pedestrian crashes, including routes to schools.

As part of the development of the next *Road Safety Action Plan 2024–2027*, Victoria is exploring a range of evidence-based initiatives to help transform the Victorian road network in line with *safe system* design principles.

Case study – TAS Midland Highway update

Under the Midland Highway 10 Year Action Plan (Action Plan), the Australian and Tasmanian governments are investing \$565 million in safety upgrades to save lives on Tasmania's key north-south highway. The upgrades commenced in 2015, with the goal of improving road safety and minimising the number of crashes. The objective of the 10-year investment in the Midland Highway is to deliver a minimum 3-star rating over the entire length of the highway. To achieve a 3-star safety rating, a number of road treatments are being applied including the installation of median flexible safety barrier to reduce the number of head-on crashes, road widening, extending sealed shoulders and building additional overtaking lanes. The Action Plan is underpinned by the *Safe System* approach, recognising that road infrastructure must be designed to reduce both the likelihood of crashes occurring and also their severity if they do occur. As of 2023, the Tasmanian Government has completed two-thirds of the Action Plan.



Images courtesy of Tasmanian Department of State Growth

Western Australia

The Western Australian Government is embedding network safety plans and integrating road safety stereotypes into existing network route plans on regional and metropolitan roads to better inform planning and design. This work is underway and due for completion in 2024.

WA is investing in infrastructure through a range of programs, including:

- The *Metropolitan Intersection Crash Program* – targeting investment in metropolitan and regional intersection treatments to reduce the severity of crashes and improve pedestrian facilities. This program partially or fully funds large infrastructure works at state road intersections.
- *Regional Road Safety Program* – implements low-cost mid-block road safety improvements to significant proportions of the sealed rural road network. Low-cost treatments include shoulder sealing, installation of audio tactile line markings and wide centre-line treatments on wider roads.
- *State Black Spot Program* and *Local Road Black Spot Program* – addressing locations with a high rate of recorded crashes and high risk of potential crashes. Safety treatments include shoulder sealing, intersection improvements, traffic calming, improving sight distance and the installation of audio tactile line markings.
- *Side Road Activated Speeds Program* – installing side road activated speed signs at demonstration sites on the state network. This treatment directs traffic to slow on through roads where incoming vehicles from side roads are entering, reducing the likelihood of crashes involving turning vehicles.

WA has been funding a safe active streets (SAS) demonstration project on local roads. These shared road environments provide low speeds (30 km/h) to encourage and prioritise people walking and riding. In 2022–23, the Department of Transport (DoT) published SAS interim reports for six of the eight pilot sites. Early evaluation findings suggest that safer shared street spaces are being achieved through slower speed environments in the redesigned local streets with a full evaluation available in 2024. More information can be found [here](#).



Image sourced from Getty Images. Image credit Shmenny50

Regional road safety



Image sourced from Getty Images. Image credit Andrew Merry

Introduction

Crashes on regional roads are more likely to be fatality-causing accidents than urban areas for one main reason: they have higher average speed limits. The likelihood of crashes becoming fatal increases with speed. This is why urban areas tend to have more incidents occasioning injury (but not death) while crashes resulting in death are over represented in regional areas. Furthermore, regional roads are more likely to have little to no street lighting, undulating and blind corners, fewer road safety treatments (such as crash barricades), wildlife and poorer road quality.

Crash data tells us that as a road becomes more remote, its fatality rate increases. This increase becomes even more pronounced when adjusted for deaths per capita, with outer regional NSW experiencing about eight times as many fatality-causing accidents as its major cities.

Infrastructure improvements such as improved line markings/delineation, and improved shoulder sealings and barrier protection, can help make regional roads safer. Education on driving to the conditions is vital to ensure that drivers can safely navigate the variable conditions and risks present on regional roads.

While vehicles incorporating new technologies are safer, their uptake in regional Australia is slow, especially in comparison to metropolitan areas. Additionally, many technologies are ineffective because the required road infrastructure is not present. It is clear that the development of vehicle technology is outpacing road infrastructure and technology uptake in regional areas. Addressing road infrastructure deficiencies is vital to help improve the uptake and use of new technology in regional areas.

Progress on government commitments

Australian Government

Road safety infrastructure programs, many of which are delivered by the Australian Government, provide support for regional areas. Under the *Road Safety Program (RSP)* 66% of works in Tranches 1–3 were undertaken in regional areas. The final phase of the RSP, to 30 June 2025, will continue to support regional works. Similarly, in the previous 10 years of the *Black Spot Program*, 47% of works have occurred in regional areas. Further to this is the new *Regional Level Crossing Upgrade Fund*, which will provide \$160 million over four years to deliver level crossing safety upgrades only in regional areas.

Australian Capital Territory

The *National Road Safety Action Plan* tasks state and territory governments to manage public road networks where there is no local government. There are no local government areas in the ACT and its government is responsible for managing all public roads. A small proportion of ACT roads are classified as rural and serve a similar purpose to regional roads. These top road sites have been assessed. Identified future treatments are typically based around barrier, audio tactile line marking with localised speed limit reductions which are all targeted at reducing single vehicle crashes and building in an ongoing maintenance upgrade program.

New South Wales

The NSW Government continues to deliver life-saving infrastructure treatments across the network as part of the *NSW Safer Roads Program*. It has announced the first round of funding for a new *Towards Zero Safer Roads Program* which forms an annual investment into road safety infrastructure. The program guidelines lean on the use of future network state modelling that has been done, targeting high-risk roads.

NSW has continued to deliver the *Saving Lives on Country Roads* campaign to encourage country drivers to re-think the common excuses used to justify their risky behaviour on the road.

NSW has also risk-rated its state and regional roads to systematically assess and address the level of risk across the network and ensure that high-risk roads are prioritised for safety treatment.

Northern Territory

The Northern Territory (NT) has an extensive 36,000 km road network spread across 1.3 million square kilometres. The NT Government is responsible for nearly 22,000 km of this network. The three national highway corridors in the NT – the Stuart, Barkly and Victoria Highways span 2,700 km and are fully sealed, while 75% of the entire network is unsealed.

AusRAP and ANRAM assessments have been undertaken on 7,000 km of the sealed road network in the NT.

Various projects have been delivered to reduce the risk of run-off-road and head-on crashes on the national network. A package of treatments (shoulder widening, extension of culverts, and installation of roadside barriers) has been implemented on road sections with high risk of run-off-road crashes.

The Department of Infrastructure, Planning and Logistics (DIPL) manages local roads in unincorporated areas including the Cox-Daly and Murrumbidgee-Douglas Daly areas, and the Berrimah Trade Development Zone. The Local Government Association NT manages specific local roads on behalf of some regional councils.

Queensland

Queensland undertakes safety risk assessments on high-to-moderate volume regional roads. It identifies key priorities and implements specific road safety infrastructure improvements to reduce run-off-road and head-on crashes through the development and delivery of the Australian Government *Road Safety Program* and Queensland's *Targeted Road Safety Program*.

South Australia

South Australia has been progressively implementing shoulder sealing, Audio Tactile Line Marking (ATLM), safety barriers, rest areas and overtaking lane construction across the State's regional sealed network on roads such as the Horrocks Highway, Riddoch Highway and Princes Highway.

South Australia's \$98 million Road Safety Package provides \$10 million of state funding over four years from 2023/2024 to implement road safety improvements including shoulder sealing, audio tactile line marking and roadside safety barriers on regional roads. The South Australian Road Safety Package also includes \$6.2 million to improve roads on Kangaroo Island over four years. This complements the work being done in partnership with the Australian Government through the Road Safety Program.

South Australia's Department for Infrastructure and Transport is working with Onkaparinga Council to deliver an election commitment to improve safety at 21 intersections in McLaren Vale through innovative solutions such as Rural Junction Active Warning System (RJAWS) and the flashing LED version RJAWS Lite, installation of compact roundabouts, teardrop islands and improved signage.

Tasmania

The Department of State Growth's work preparing corridor strategies across Tasmania considers regional roads. Regional roads in Tasmania provide critical connections to various communities, industrial, natural resource, agricultural, recreational and tourist areas across the state. As a result, enhancing the safety of these roads is important for the state and its economy. The corridor strategies developed for these roads identify how they can best be improved.

The Tasmanian Government is also upgrading the Great Eastern Drive as part of the Road Package to support the state's visitor economy. The key objective of the program is to improve safe access to tourism destinations and install road safety treatments including road widening and alignment improvements to reduce run-off road crashes.

The Tasmanian Government additionally provides funding through the Safer Rural Roads Program (SRRP) to assist councils to plan and construct low-cost mass treatment road safety infrastructure on rural and regional roads. The aim of the SRRP is to reduce the number of head-on and run-off-road crashes that occur in rural Tasmania and enable councils to undertake corridor-based infrastructure treatments on their road networks. In 2023, a total of \$3.68 million was allocated to councils through the SRRP.

Victoria

Victoria has been assessing its 4,500 km network of high-volume, high-speed rural road network for potential road safety barrier programs. Through this process, Victoria has identified the top 10 corridors comprising 500 km of this network for prioritisation.

A \$200 million *Safe Local Roads and Streets Program* will support the development and delivery of road safety infrastructure projects on local roads from July 2023 to June 2027. Recognising that local governments own 87% of Victoria's road network, supporting the capacity of local governments to plan, fund, and deliver road safety improvements on local roads will provide an important contribution to reducing regional road trauma in Victoria.

Western Australia

Main Roads WA is undertaking a new assessment of high-risk routes and intersections as prioritised by the road trauma risk for both mid-blocks and intersections. The implementation of specific road safety infrastructure improvements involves *Road Safety Network Plans*.

Case study – Central Arnhem Road Corridor upgrades

The Northern Territory Government is planning for and delivering long term upgrades of the Central Arnhem Road. The 685 kilometre Central Arnhem Road connects the remote regional centre of Nhulunbuy to the Stuart Highway. The road which services a large number of Aboriginal communities, is a key tourism drive and is also an essential freight route for the mining and pastoral industries. An amount of \$355 million has been committed to deliver initial priority upgrades. This includes \$280 million from the Australian Government and \$75 million from the Northern Territory Government. Recent works include the new Bulman airport intersection which was widened, sealed and has new solar powered lighting for increased visibility and safety at night. Completion of this section of the Central Arnhem Road in the 2022–23 financial year marks a total of 25 km of upgrades along Central Arnhem Road now completed. The Central Arnhem Road passes through both pastoral and Aboriginal land and one of the key objectives of the project is to respect culture and country. Planning for the upgrades has included consultation with Traditional Owners through the Northern Land Council, the communities and industries of Katherine and Nhulunbuy, and organisations which use the Central Arnhem Road. The upgrades will improve connectivity, flood immunity, road safety and accessibility. The long-term objective is to provide a two lane sealed connection for the entire road.



Image credit: Department of Infrastructure, Planning and Logistics – Northern Territory Government

Case study – Success in regional road safety program

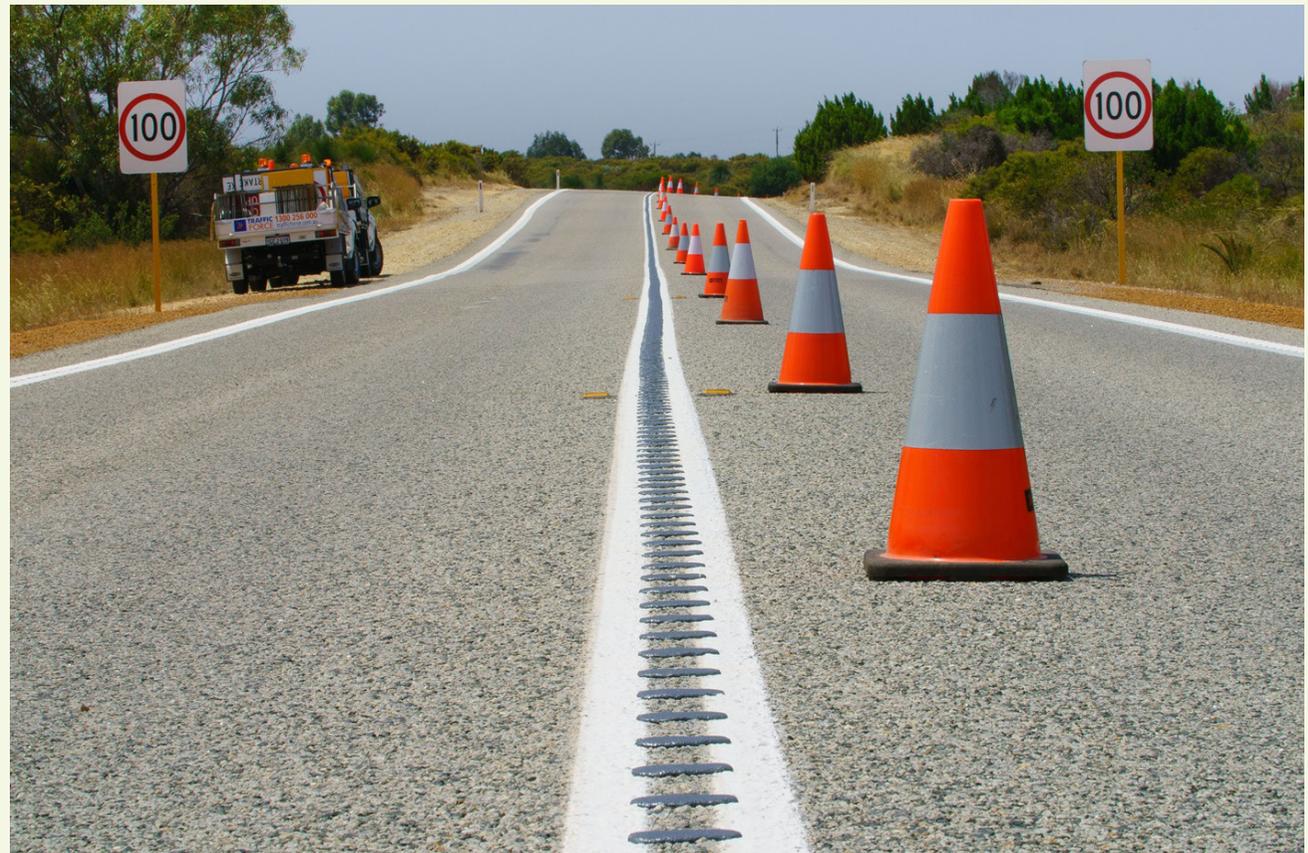
Western Australia (WA) is seeing positive outcomes from early crash reduction analysis undertaken across 163 Regional Road Safety Program projects covering 4,800 km, delivered over the last two years. Among these projects were:

- Widening sealed shoulders and installing audible edge lines on Albany Highway between Gleneagles and Williams (Wheatbelt)
- Widening sealed shoulders and installing audible edge lines on Brookton Highway, between the Brookton townsite and west of the juncture with Yarra Road (Wheatbelt)
- Installing audible edge lines on more than 1,000 kilometres of Eyre Highway (Goldfields Esperance).

Main Roads WA said “Crash data up to December 2022 indicated a 50% reduction in fatalities and 35% reduction in serious injuries when compared to the previous five years. There are also positive indicators at a whole-of-network level with a 10% reduction in regional single vehicle hit objects or non-collision crashes in 2021 when compared with the previous five year average.”

While these initial results are promising, WA is mindful that it has improved only a small length of road compared to the total network length. These early crash reduction indicators for killed and serious injury crashes support analysis undertaken by the Curtin-Monash Accident Research Centre into the effectiveness of sealed shoulders and audible edge lines.

The Regional Road Safety Program has focused on road treatments such as shoulder sealing and widening, audible tactile line markings and median separation (centreline widening). These treatments were deliberately chosen after close analysis of crash data showed a large number of fatalities occurred in lane departure crashes.



Of the 175 road fatalities for Western Australia in 2022, 65% occurred on rural roads with vehicles running off the road hitting an object with non-collision crashes featuring prominently. A full evaluation will be completed with at least three years post-construction data to formally assess the success of the Program.

Image credit: Main Roads Western Australia, The Government of Western Australia

Remote road safety



Image sourced from Getty Images. Image credit Totajla

Introduction

Road safety research indicates that there is a significantly higher risk of death or injury due to crashes on rural or remote roads. Key risk factors involved in driving on rural or remote roads are:

- unfamiliar driving conditions
- driver inexperience
- excessive speed for the road conditions
- long travel distances
- monotony
- driver fatigue
- extreme weather events
- alcohol
- narrow and unsealed roads
- differing/inconsistent road surfaces
- narrow and unsealed, or poorly maintained road shoulders
- riskier overtaking
- animals on the road
- farm machinery and other slow-moving vehicles on the road.

Other factors that have an impact on the safety of remote area travel are:

- restricted communication networks
- limited ambulance and medical services
- longer response times by emergency services in the event of a crash.

Progress on government commitments

Australian Government

Many targeted infrastructure programs delivered by the Australian Government provide funding to address road safety issues in remote areas. In particular, the *Remote Roads Upgrade Pilot Program* is providing \$150 million from 2022–23 to 2024–25 to deliver 33 projects targeting road improvements. They will specifically address significant deficiencies on key regional, rural and remote roads that limit community access, pose safety risks and impact the economic development of the surrounding areas.

The Australian Government has also undertaken early discussions with the National Transport Commission to scope out and determine the steps involved to develop a Regulatory Impact Statement (RIS) on reducing the open road default speed limit. As this work progresses, the Australian Government and the National Transport Commission will work with the states and territories including police and local governments in its development. This work may have implications in the future for remote road safety.

Australian Capital Territory

The Australian Capital Territory does not include any remote geographical regions as defined by the Australian Statistical Geography Standard (ASGS) Remoteness Structure.

New South Wales

Key initiatives include:

- continuing to deliver life-saving infrastructure treatments across the network as part of the *NSW Safer Roads Program*
- announcing the first round of funding for a new *Towards Zero Safer Roads Program* which forms an annual investment into road safety infrastructure. The program guidelines lean on the use of future network state modelling that has been completed, targeting high-risk roads

- continuing to deliver the Saving lives on Country Roads campaign to encourage country drivers to re-think the common excuses used to justify their behaviour on the road
- risk rating all NSW state and regional roads to systematically assess and address the level of risk across the network and ensure that high-risk roads are prioritised for safety treatment.

Northern Territory

The Northern Territory has some of the most remote communities in Australia, a large number of which are regularly isolated for many months of the year due to annual wet season road closures or restrictions.

Key initiatives include:

- undertaking AusRAP and ANRAM assessments on 7,000 km of the sealed road network in the NT, the majority of which is located in remote and very remote areas
- developing Road Safety Plans for high-volume roads as a priority and undertaking road safety improvement works where a high risk of crashes has been identified. Nine Investment Strategies have been developed to guide investment of current and future funding for key road corridors across the Territory, including the Central Arnhem Road, Tanami Road and the three National Highways in the NT; the Stuart, Barkly and Victoria Highways
- undertaking road safety improvement works (shoulder widening, audio tactile edge lines, roadside barrier, high-speed intersection upgrades and street lighting) on the national network where a high risk of crashes has been identified.

Queensland

Queensland undertakes safety risk assessments on high-to-moderate volume remote roads. It identifies key priorities and implements specific road safety infrastructure improvements to reduce the risk of serious crashes through the development and delivery of the Australian Government Road Safety Program and Queensland's *Targeted Road Safety Program*.

South Australia

The South Australian Department for Infrastructure and Transport uses ANRAM to assess risk on regional roads and is developing a Network Safety Plan for Regional Roads that identifies appropriate safe system treatments and priorities for investment.

Key initiatives include:

- continuing to invest in major remote roads such as the Eyre Highway, Barrier Highway and Stuart Highway in partnership with the Australian Government to ensure that this road has sealed shoulders, ATLM on edge lines, overtaking lanes, and rest areas
- expanding On the Right Track, South Australia's Aboriginal Road Safety and Driver Licensing Program, to serve Aboriginal people in the remote towns of Marree, Leigh Creek, Copley, Nepabunna and Raukkan. This program was initially established in the APY lands. It delivers a range of complementary and culturally appropriate programs that seek behavioural change to improve road safety and driver licensing outcomes for Aboriginal people in South Australia.

Tasmania

The Tasmanian Government is upgrading high-to-moderate volume remote roads as part of the *Roads of Strategic Importance (ROSI) Program*. The projects have been jointly funded by the Australian and Tasmanian governments. The projects will increase freight efficiency and reduce travel times and also improve safety on remote routes. The upgrades include safety treatments such as adding new safety barriers, road signage and guideposts and improving driving conditions through curve widening, shoulder sealing, and gravel verges to reduce run-off-road and head-on crashes.

Victoria

The Victorian Government does not differentiate between remote and rural when undertaking the assessment of Victoria's 4,500 km network of high-volume, high-speed rural road network for potential road safety barrier programs. This is because very few roads in Victoria are in areas classified as remote and do not carry high-to-moderate volumes compared with other rural roads in the state.

A \$200 million *Safe Local Roads and Streets Program* will support the development and delivery of road safety infrastructure projects on local roads from July 2023 to June 2027. Recognising that local governments own 87% of Victoria's road network, supporting the capacity of local governments to plan, fund, and deliver road safety improvements on local roads will provide an important contribution to reducing regional road trauma.

Western Australia

Main Roads WA is undertaking a new assessment of high-risk routes and intersections as prioritised by the road trauma risk for both mid-blocks and intersections. The implementation of specific road safety infrastructure improvements involves *Road Safety Network Plans*.

Vehicle safety



Image sourced from Getty Images. Image credit SimpleImages

Introduction

The Australian Government is responsible for managing policy concerning the first supply of vehicles to the Australian market and the administration of road vehicle standards legislation to ensure that road vehicles meet minimum safety requirements under the Australian Design Rules (ADRs). In making the ADRs, the Australian Government seeks to harmonise them with international regulations as much as possible to allow for the latest safety technology to be available at the lowest cost.

Vehicle design, age and use all have a bearing on road safety outcomes. Effective vehicle safety features reduce the risk of serious injuries and fatalities by ensuring that crashes are avoided or that their severity is mitigated. As vehicle safety technology continues to evolve, so does the safety of all road users. All Australian governments are working to ensure that their fleets are as safe as reasonably practicable, and where appropriate, are new and have the latest safety features.

In taking steps to improve vehicle safety, the Australian Government has mandated the installation of reversing aids (ADR 108) to assist in the reduction of road trauma caused by reversing vehicles. Reversing technologies increase the driver's awareness of vulnerable road users behind a vehicle and are specifically aimed at reducing crashes with pedestrians. This requirement will be applicable to all new vehicles sold in Australia from November 2025. An important road safety package for trucks has also recently been introduced. This package allows an increase to the overall width limit from 2.50 to 2.55 meters for new trucks fitted with a number of safety features. These safety features include devices to reduce blind spots, electronic stability control, advanced emergency braking, lane departure warning systems, better reflective markings and side guards to stop pedestrians and cyclists from being caught up under the rear wheels of trucks. The Australian Government is currently progressing the development of ADRs for Emergency Lane Keep Assistance, Lane Departure Warning Systems, and Acoustic Alerting Systems for electric vehicles.

Progress on government commitments

Australian Government

The Australian Government continues to regulate first entry of road vehicles into the Australian market, including contributing to international vehicle regulations, introducing new safety Australian Design Rules (ADRs), and finalising regulatory packages through the ADRs. In 2023, the Australian Government undertook a review of the ADR process to prioritise vehicle safety features and reduce the time to introduce new ADRs. An ADR prioritisation tool is being developed in consultation with jurisdictions.

A number of new ADRs were introduced in 2023, including:

Australian design rule	Purpose	Effective date
ADR 99/00	To mandate the fitment of lane departure warning systems for medium to heavy goods vehicles	22 December 2023
ADR 99/01	To mandate the fitment of lane departure warning system for all new trucks	22 December 2023
ADR 109/00 and ADR 109/01	To mandate safety requirements for vehicles equipped with an electric powertrain and a Rechargeable Electric Storage System	20 November 2023
ADR 110/00	To specify performance requirements for passenger vehicles and goods vehicles fitted with a Compressed Hydrogen Storage System to minimise the risk of hydrogen leaks or explosions	21 November 2023

The Australian Government will begin consultation on a new ADR for Lane Keep Assist Systems for light vehicles in 2024.

The Australian Government had also committed to legislate (subject to RIS outcomes) new ADR for Acoustic Vehicle Alert System for electric vehicle in mid-2023, however consultations raised some complexities around heavy vehicles. Work is underway and expected to be completed in early 2024.

The Australian Government has commenced initial scoping work with states and territories to investigate opportunities to reduce the average fleet age in regional communities. This work will continue into 2024.

The Australian Government has committed \$16.5 million for the *Car Safety Ratings Program* over five years from 2023–24 to 2027–28. This funding will align testing protocols with Euro NCAP test safety features relating to Vulnerable Road Users, address the uptake of electric vehicles, extend the safety ratings program to include commercial vans and larger style pick-up trucks and also support the evaluation of safety ratings in new cars.

Australian Capital Territory

The ACT Government is represented on Austroads meetings as well as the Strategic Vehicle Standards and Emissions Group (SVSEG) that considers ADR amendments. The ACT Government is also represented on the Technical Liaison Group (TLG) and the Australian Motor Vehicle Certification Board (AMVCB) that also considers amendments to the ADRs.

The ACT, through the Road Transport (Vehicle Registration) Regulation 2000, automatically adopts amendments to the ADRs and allows vehicles to meet later ADRs with which they are not required to comply. The ACT provides information to support the development of ADRs as requested by the Australian Government.

The ACT Government is represented on the data sub-working group and provides demographic and injury data through National Road Safety Strategy (NRSS) reporting. Ongoing work is required to establish a nationally consistent approach to data collection.

Annual funding is provided to ANCAP by the ACT Government, which supports the Used Car Safety Ratings (USCR).

The ACT Government has an 'Opt In' arrangement to the Australian Government's Fleet Services Contract (FSC). This Arrangement provides the Territory with all the benefits of the Australian Government Contract for Leasing, Servicing and Fleet Management Services through sgfleet, the Australian and ACT Government's Fleet provider. A condition of this Arrangement is that all Australian and ACT Government Leased passenger vehicles must have a 5-star ANCAP rating.

New South Wales

New South Wales (NSW) continues to be a primary partner for the Australasian New Car Assessment Program (ANCAP) and has conducted numerous ANCAP assessments in its Crashlab facility.

NSW regularly assesses used cars and publishes outcomes on the NSW Used Car Safety Ratings website.

Work has commenced to build on previous updates to the NSW Government Light Fleet Purchasing Policy which has ensured safer use of NSW Government fleet vehicles.

NSW delivered the Empowr mobility trial that provides former fleet vehicles from Government and corporate partners to younger and disadvantaged drivers to increase their use of safer vehicles.

NSW has trialled the Fresnel lens to improve passenger side blind spots in heavy vehicles and is encouraging the update of this technology in the heavy vehicle industry.

Northern Territory

The Department of Infrastructure, Planning and Logistics (DIPL) provides data and collaborates with other jurisdictions through national working groups and boards to support the uptake of improved ADRs.

DIPL has recently increased ANCAP membership funding. This funding increase is related to the expansion of the ANCAP testing program to cover a wider range of vehicles not covered under current testing including commercial vans, pickup utilities, light and medium trucks, heavy trucks and motorcycles. ANCAP information is promoted through road safety education and DriveSafe sessions.

Case study – Fresnel lens initiative

A Fresnel lens is a thin plastic lens attached to the passenger side window on a heavy vehicle. It provides the driver with a wide-angle view as they look through the lens. At a glance, the driver is able to see in their blind spot and notice other road users who may otherwise have been hidden.

Fresnel lenses attach to the passenger side window on a heavy vehicle and are best suited for trucks which are over 12 tonnes GVM and a 2015 model or older. Transport for NSW trialled the effectiveness of the Fresnel lens in minimising passenger side blind spots on heavy vehicles.

The trial found that 61% of the participants reported having the Fresnel lens made driving safer. As part of the Fresnel lens initiative, Transport NSW is making 2,000 Fresnel lenses available to heavy vehicle drivers and operators based in NSW.



Image credit: Transport for NSW

Queensland

The Queensland Department of Transport and Main Roads (TMR) Data Analysis Unit continues to provide fatal and serious injury crash data to support subject matter experts. TMR also provides funding to ANCAP and supports the Vehicle Safety Research Group (VSRG). The VSRG maintains and publishes the Used Car Safety Ratings which measure four aspects of vehicle safety performance for passenger and light commercial vehicles in Australia and New Zealand. Three of these are measures of secondary safety (injury protection in the event of a crash) and one measure of primary safety (crash avoidance).

South Australia

South Australia continues to contribute funding to ANCAP, MOTOCAP and Used Car Safety Ratings (UCSR). ANCAP star rating, or UCSR for vehicles more than five years old, is recorded for all fatal passenger vehicle crashes (where it is available) based on the model of vehicle, which will be used in future analysis. ANCAP star rating is also recorded for all new vehicle sales in South Australia which provides an overview of new vehicle safety on our roads.

The South Australian Government uses 5-star ANCAP-rated passenger and sport utility vehicles where practicable, with at least three safety assist technologies. At the end of their service to government, these near new vehicles are auctioned and contribute to safer vehicles in the private fleet.

The South Australian Government is investigating ways to encourage younger and older drivers to choose safer cars. Information about ANCAP and UCSR is provided on the My Licence website.

The South Australian Government is investigating measures and incentives to improve the safety of the light vehicle fleet in South Australia, including the costs and benefits of introducing a light vehicle inspection scheme.

Case study – unsafe2safe

As part of the *Victorian Road Safety Strategy 2021–2030*, the unsafe2safe program is a trial project aimed at encouraging the most vulnerable driver cohort into driving safer vehicles. The program is targeted at young adults aged 18–25 years residing in regional Victoria, a cohort over-represented in crash trauma statistics. Many of these young adults drive older vehicles that have low crash safety ratings and they do not have access to vehicles with newer safety features that are proven to reduce crash risk. Up to 1,000 eligible drivers will be offered a \$5,000 subsidy to scrap their old, unsafe cars and purchase a newer car equipped with improved crashworthiness performance and safety technology.

The program was successfully launched in Ballarat and Bendigo in February 2022 and is now in its third phase having expanded to all areas in regional Victoria. Over 4,000 applications from potential participants have been received so far, indicating keen interest from the public. Eligible participants can use the \$5,000 subsidy towards purchasing a newer, safer car – leaving their older, less safe car with the dealer for disposal to ensure it doesn't return to the roads and that the crash risk won't be transferred to another person.

The program will undergo multiple phases where varying approaches will be tested and trialled to encourage young drivers to transition to a safer vehicle. Applying learnings from each of these phases, Road Safety Victoria aims to explore meaningful ways to support the most vulnerable individuals to own safer cars and to remove older, unsafe vehicles from the Victorian fleet.

Tasmania

Under the *Towards Zero Action Plan 2020–2024*, the Tasmanian Government is committed to improving safety through vehicles and technology. Through this initiative, the Tasmanian Government provides funding to ANCAP and assists in the promotion of its work testing and advocating for the purchase of safer vehicles.

The Tasmanian Government has fleet purchasing policies that mandate a minimum safety standard to promote the uptake of 5-star vehicle safety technologies.

Victoria

Victoria has supported and advocated for the adoption of new vehicle standards through the Australian Design Rule (ADR) prioritisation process.

Victoria co-funded a research project to identify the effectiveness of vehicle technologies in reducing fatal and serious injury crashes, which ultimately led to the drafting of ADR on mandating Lane Keep Assist in new vehicles.

Victoria is one of the founding members of ANCAP and Used Car Safety Ratings (UCSR), and continues to fund these programs to help promote vehicle safety. The Victorian Government has committed to funding these programs in excess of \$1.1 million over FY23–24.

The Victorian Government fleet vehicle purchasing policy has adopted the highest vehicle standards to encourage the uptake of critical safety technologies including Autonomous Emergency Braking (AEB) and Lane Keep Assist (LKA) features. Fitment of these technologies in Victorian Government fleet vehicles surpasses the fitment rates found in vehicles in the broader state and national population.

Western Australia

Western Australia (WA) adopts Australian Design Rules in WA legislation, once implemented at a Federal level. As a member of the Australian Motor Vehicle Certification Board, WA is an active participant in any jurisdictional consultation regarding the development of new Australian Design Rules.

WA Government contributes funding to ANCAP. The *ANCAP 2030 Strategic Plan* will see ANCAP's consumer information program expanded to cover a wider range of vehicles including commercial vans, pickup utilities, light and medium trucks, heavy trucks and motorcycles. WA is an active participant in national discussion groups including ANCAP.

Government Fleet Purchasing policies promote safe vehicles and driving, with mandatory purchase of 5-star ANCAP rated passenger and light commercial vehicles by Public Sector Bodies (unless via an endorsed exemption).

Heavy vehicle safety



Image sourced from Getty Images. Image credit Rachel Dulson

Introduction

Heavy vehicles and the trucking sector are an important backbone of Australian trade and commerce. However, heavy vehicles pose a unique safety risk on Australian roads with around 17% of all road deaths involving one. All state and territory governments are committed to ensuring that the heavy vehicle fleet is fit-for-purpose, safe and applied in an appropriate manner on Australia's road network. Key challenges include driver licensing, fatigue management, vehicle upkeep with extensive mileage, and industry compliance with the National Heavy Vehicle Law in applicable jurisdictions.

The Australian Government has worked with state and territory licensing agencies and Austroads to review the National Heavy Vehicle Driver Competency Framework. Austroads is reviewing the framework to help improve road safety and the job readiness of newly licensed drivers. The review has considered research, along with industry and government' feedback. Austroads will make recommendations to Ministers for an updated framework.

The National Transport Commission (NTC) is currently progressing the development of a suite of legislative amendments that seek to give effect to the National Heavy Vehicle Law reforms that were agreed to by Australian Infrastructure and Transport Ministers in 2022. This work requires developing and consulting on Regulatory Impact Analyses (RIA) with state and territory governments, the National Heavy Vehicle Regulator (NHVR), as well as the heavy vehicle sector. It is anticipated that a simplified regime for driver fatigue management will be trialled as part of the process moving forward subject to consultation on the RIA.

Progress on government commitments

Australian Government

The Australian Government has committed \$140 million over 10 years for the construction of new and upgraded heavy vehicle rest areas. State, territory and local governments are now able to apply for funding for new and upgraded heavy vehicle rest areas under the Australian Government's Heavy Vehicle Rest Areas (HVRA) initiative. The HVRA initiative seeks to improve heavy vehicle safety by reducing driver fatigue through greater accessibility to rest areas designed for heavy vehicles.

The Australian Government has also introduced a road safety package for heavy vehicles. The Safer Freight Vehicles package will see an increase to the overall width limit from 2.50 to 2.55 metres for new trucks fitted with several safety features. These new features include devices to reduce blind spots, electronic stability control, advanced emergency braking, lane departure warning systems, better reflective markings, and side guards to better protect vulnerable road users.

The Australian Government has continued to fund the Heavy Vehicle Safety Initiative (HVSI) administered by the NHVR. The HVSI serves to support implementable, value-for-money projects that deliver tangible improvements to heavy vehicle safety. Funding agreements for successful applications for the 8th round of the HVSI were finalised in October 2023.

Australian Capital Territory

The ACT Government will shortly be undertaking a review of the ACT Pre-Learner Licence Course. The review will include content to identify potential enhancement of information for pre-learners, for example, how to share the road safely with heavy vehicles.

The ACT Road Safety Grant Fund 2023 is providing \$15,000 as part of Kings Highway Road Safety project to remind and help drivers to manage their fatigue by resting along the highway and to educate other road users to share the road safely with heavy vehicles. It will develop and implement messaging to educate other road users to share the road safely with larger, less manoeuvrable vehicles by not tailgating, not overtaking when unsafe, and not cutting in front of heavy vehicles when using the Kings Highway.

The Heavy Vehicle (HV) Knowledge Test is a standard requirement in the ACT for drivers upgrading to a heavy vehicle licence. The ACT, through Austroads working groups, is involved in the review/redevelopment of the National Heavy Vehicle Driver Competency. Once that work is complete, the ACT will work towards introducing relevant elements of that program into the ACT HV driver licensing arrangements.

Heavy Vehicle Awareness Online Education Program – The Amy Gillet Foundation was granted funding in 2018 to adapt and update a Victorian online safety program for heavy vehicle drivers to a nationally applicable program, taking into consideration specific concerns of ACT heavy vehicle drivers. The program aims to educate and test heavy vehicle drivers about cyclist-related road rules, responsibilities, and the expectations of their employers.

The Road Safety Legislation Amendment Act 2023, passed by the ACT Legislative Assembly on 7 June 2023, will allow for regulations to be introduced from 21 June 2024 that require health practitioners to report to Access Canberra about a heavy vehicle driver's fitness to drive under certain medical conditions. The ACT Government has commenced the implementation of mandatory periodical health assessment of all heavy vehicle licence holders regardless of their age and current health status.

New South Wales

New South Wales continues to deliver a number of existing road safety campaigns to improve heavy vehicle safety, such as Be Bus Aware, Be Truck Aware Campaigns and Bus Safety Week.

In October 2023, NSW launched a new road safety campaign aimed at educating everyone about the importance and legal requirements of wearing a seatbelt when on a bus.

NSW has established a Memorandum of Understanding to provide ongoing support for the Construction Logistics and Community Safety – Australia (CLOCS-A) Program, a national program designed to minimise the impact of construction on the safety and wellbeing of the community.

Northern Territory

The Department of Infrastructure, Planning and Logistics recently completed road user attitudinal research which will be utilised to develop a campaign around sharing the roads with heavy vehicles.

The Northern Territory is not a Heavy Vehicle National Law (HVNL) participating jurisdiction, however, the territory will continue to monitor and participate in reform activities, and consider alignments with NT legislation where appropriate and where there are benefits to cross-border operations.

Heavy vehicle driver fatigue management is regulated in the Northern Territory through NT WorkSafe. In December 2023, NT WorkSafe published new guidance material on managing the risks of fatigue when driving heavy vehicles. The new guide is intended to assist heavy vehicle owners and operators in the Northern Territory in developing and implementing appropriate fatigue management systems.

Queensland

Queensland has committed to working with industry and community stakeholders at a state and national level on its implementation of the national Construction Logistics and Community Safety-Australia (CLOCS-A) framework to enable safer interactions between heavy vehicles and vulnerable road users. The *National Road Safety Partnership Program* (NRSPP) currently leads the development of CLOCS-A and Transport and Main Roads (TMR) will support the NRSPP and be recognised as a CLOCS-A founding member through the provision of seed funding. A four-year program commenced on 1 July 2023, bringing together industry, community stakeholders and transport experts to establish the Australian CLOCS-A community and develop the CLOCS-A Standard.

South Australia

As an outcome of a comprehensive heavy vehicle safety review conducted by South Australia's Department for Infrastructure and Transport, education and communication material has been developed and promoted for heavy vehicle drivers on safely descending the South Eastern Freeway.

The South Australian Driver's Handbook (online and hard copy) includes information on Sharing the Road with Heavy Vehicles. South Australia is contributing to the development and implementation of the National Heavy Vehicle Competency Framework for heavy vehicle driver licensing.

South Australia is actively participating in the Heavy Vehicle National Law reform being led by the National Transport Commission.

South Australia Police and the National Heavy Vehicle Regulator undertake targeted operations to monitor the safety and compliance of heavy vehicles. Operations conducted in 2023 include numerous one day deployments across the Adelaide Metropolitan area and the State, multi-day operations in the Mallee and Far North regions and joint dangerous goods and general compliance on key roads.

Tasmania

The Tasmanian Government supports Tasmanian novice drivers to understand heavy vehicle safety through the novice driver learning platform, Plates Plus, which includes a module on sharing the road with heavy vehicles.

The Department of State Growth co-ordinates with training organisations to ensure that heavy vehicle driver training and assessment are delivered in accordance with the National Heavy Vehicle Driver Competency Framework.

The Tasmanian Government has been actively participating in the Heavy Vehicle National Law reform to progress both legislative and non-legislative propositions.

Victoria

Victoria continues to support initiatives and awareness campaigns that promote sharing the road with heavy vehicles for all road users. This includes education information for novice drivers creating an understanding of driving around large vehicles as part of the mandatory learner driver and rider education materials, supporting the Deakin University Truck Wise initiative funded by NHVR, a rail crossing safety campaign and the continuation of marketing materials focusing on the safe interaction between heavy vehicles and all other road users.

Victoria has also announced the commencement of the Heavy Vehicle Driver Safety Program which is a part of the [Victorian Road Safety Action Plan 2021–23](#). The program aims to operationalise outcomes from the [Austroads Review of the National Heavy Vehicle Driver Competency Framework \(NHVDCF\)](#) to reform heavy vehicle licensing and improve driver safety. Victoria is the first jurisdiction to implement the NHVDCF changes which is expected to take several years.

Victoria is actively engaging with the National Transport Commission (NTC) which is leading the policy and legislation development of the HVNL reforms. Victoria continues to participate in national forums to enhance heavy vehicle standards, including the development of the *Safer Freight Vehicle Reform Package*.

Victoria has committed to collaborate with industry and community partners to implement the national Construction Logistics and Community Safety – Australia (CLOCS-A) framework. This initiative introduces three levels of safety standards (bronze, silver and gold) for heavy vehicles in order to achieve better safety outcomes when interacting with vulnerable road users. Victoria has provided its initial support as one of the CLOCS-A founding members through the provision of seed funding in 2023.

Western Australia

The Western Australia (WA) Drive Safe Learner driver education materials include information on sharing roads with heavy vehicles. The guide includes information on how to overtake large and oversized vehicles and the stopping distances needed for heavy vehicles.

Western Australia is engaged regarding the National Heavy Vehicle Driver Competency Framework (NHVDCF) and related competencies. Once nationally agreed, WA will use the NHVDCF to inform its future heavy vehicle driver licensing regime.

Western Australia is not a participating jurisdiction in the Heavy Vehicle National Law. However, it has been an observer on the national working group since 2019. For many of the reform items, WA has already implemented them (particularly in the area of access and permit). Some other items do not apply to WA as its legislation covers the local and state jurisdictions.

Workplace road safety



Image sourced from Getty Images. Image credit Michele Jackson

Introduction

Australian, state and territory governments all have responsibility for workplace safety within their layer of national governance. All governments are working collaboratively through entities such as Safe Work Australia and the Heads of Workplace Safety Authorities to ensure workplaces that involve road use mitigate risks for both workers and the community. As forms of contracting work such as gig economy, delivery and ridesharing continue to proliferate, all Australian governments are working to ensure that the risks posed by these forms of work are also mitigated against.

Safe Work Australia is a national policy body representing the interests of all Australian governments, as well as workers and employers. From May to September 2023, Safe Work Australia ran the national education and communication *Deliver Yourself Home Safely* campaign which has sought to increase knowledge and awareness of work health and safety (WHS) for food delivery workers, as well as increase positive safety behaviours. WorkSafe Queensland has recently launched the *Safely Immobilising Vehicles* campaign aiming to reduce vehicle roll-away incidents which pose serious risks to workers and others. This campaign aims to increase awareness of roll-away risks and controls through industry education and awareness with an enforcement phase to be scheduled in due course.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts has commenced preliminary discussions with Safe Work Australia regarding workplace related crash data in order to inform national understandings of the extent and nature of incidents.

Progress on government commitments

Australian Government

The Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts has commenced discussions across Australian Government entities and counterparts to explore approaches to improving workplace road safety outcomes. This includes Comcare and Safe Work Australia.

At the Australian Government level, Comcare the Australian Government work health and safety (WHS) regulator has responsibility for monitoring and enforcing compliance with the Australian Government *Work Health and Safety Act 2011* (WHS Act) and the *Work Health and Safety Regulations 2011* (WHS Regulations). Comcare also provides information and advice to Australian Government entities and self-insured licensees through inspectorate activities to assist persons conducting a business or undertaking to improve their understanding of WHS and their obligations under the WHS Act and Regulations, including those related to the use of vehicles. Comcare has established the Transport Network Forum for the road transport industry to facilitate collaboration and develop industry-wide solutions on critical WHS risks in that industry. The Forum is held bi-annually. It provides an opportunity for the transport and logistics industry to discuss their challenges in managing industry specific WHS hazards and risks. It also provides a network to share data and insights and talk through initiatives to help manage WHS risks within the sector putting aside competitive advantage.

The Australian Government has committed to the *National Road Safety Action Grants Program* (NRSAGP) which provides non-infrastructure grants to implement key initiatives under the National Road Safety Action Plan, and involves a commitment of \$43.6 million over four years from 2022–23 to 2025–26. A key focus area of the NRSAGP is community education and awareness which is inclusive of workplace road safety.

- Applications for the first two focus areas of this program closed in August 2023.
- Applications for the final three focus areas of this program opened on 15 January 2024, and close on 31 March 2024.

Australian Capital Territory

The ACT Government has identified resources to commence annual funding towards the *National Road Safety Partnership Program* (NRSPP) and will commence funding in 2024.

Transport Canberra, one of the largest ACT Government divisions and operator of heavy vehicles in the ACT including public buses, already has policies and training material in place that specifically address the major points raised in *Vehicles as a Workplace: Work Health and Safety Guide*.

The 2022 ACT *Road Safety Grant Fund* provided \$12,000 to the Australasian College of Road Safety – ACT Chapter to provide local businesses and trade organisations with the knowledge and skills to develop workplace safety policies and procedures around transport.

Directorates within the ACT Government are working together to improve traffic management communication for roadwork sites.

The ACT Government also prepared workplace safety campaigns including a public campaign for the 2022 National Work Safe Month (October) on social media channels that featured road workers and encouraging drivers to maintain safe speeds at work sites. This campaign was repeated in mid-2023 within the ACT Government.

New South Wales

Throughout 2023, NSW was a participating member and sponsor of the *National Road Safety Partnership Program* and committed to initiatives including:

- delivering the *Road Safety in Your Workplace* program, which helps employers understand the risks their workers face on the road and provides resources for reducing road trauma in the workplace
- delivering the *Roadside Worker – Slow Down Road Workers Around* campaign to educate motorists about the high risks of worker-vehicular interactions at temporary work zones
- establishing a Memorandum of Understanding to provide ongoing support for the *Construction Logistics and Community Safety – Australia (CLOCS-A) Program*, a national program designed to minimise the impact of construction on the safety and wellbeing of the community.

Northern Territory

The Northern Territory (NT) Government has developed *NT Safe Driving Guidelines for Workplaces*, published in 2020 to support workplaces when developing road safety policies. These Guidelines refer to the Vehicles as a Workplace National Guide.

Temporary speed limits at work zones are designed as per Austroads guidelines and Australian Standards. Speed limits are observed through radar VMS and through devices on a priority basis as required.

NT WorkSafe reports all workplace fatalities to Safe Work Australia.

Queensland

As per the [Queensland Road Safety Action Plan 2022–24 \(QRSAP 2022–24\)](#) the Department of Transport and Main Roads (TMR) has committed to a suite of ‘Vehicles as a Workplace’ actions, including:

- collaborating with the Office of Industrial Relations and QFleet to investigate the Queensland Government’s approach to managing risks associated with work-related driving and assessing readiness for advancing Vehicles as a Workplace best practice across the fleet
- identifying existing capability and working with agencies to implement the Driver Safety Maturity Model across the government fleet
- working with industry to investigate current vehicle-as-a-workplace policies and developing a toolkit of resources that can be utilised across all segments of the sector.

Queensland has also committed to working with industry and community stakeholders at a state and national level on its implementation of the national Construction Logistics and Community Safety-Australia (CLOCSA) framework to enable safer interactions between heavy vehicles and vulnerable road users. The *National Road Safety Partnership Program* (NRSPP) currently leads the development of CLOCSA and TMR will support the NRSPP and be recognised as a CLOCS-A founding member through the provision of seed funding. A four-year program commenced on 1 July 2023, bringing together industry, community stakeholders and transport experts to establish the Australian CLOCS-A community and develop the CLOCSA Standard.

Queensland is continuing to work with key stakeholders at a national level to review and update Austroads temporary traffic management guidance used at roadwork sites to continually improve safety for workers and road users.

TMR’s Roadways Behaviour Monitoring System pilot project is under way for speed enforcement in roadworks and school zones. Deployments have occurred at roadworks sites in non-enforcement mode, where speeds were observed to decrease after deployment. Initial enforcement at roadworks was scheduled to begin in October. This project was supported by a StreetSmarts education and awareness campaign focused on reducing speeding in school zones and roadworks by leveraging increased penalties for speeding and the introduction of new speed camera technology to act as a deterrent.

South Australia

In the [South Australia Road Safety Action Plan 2023–2025](#), South Australia has committed to:

- developing a ‘road safety at work’ website as a way of engaging and supporting South Australian workplaces to develop a culture of road safety
- increasing awareness about road safety work health safety obligations through education and compliance programs for light and heavy vehicles
- undertaking an audit of road safety policies across South Australian State Government agencies.

Tasmania

The Tasmanian Government is committed to improving safety for workplace drivers through the ‘Improving safety through vehicles and technology’ theme of its *Towards Zero Action Plan 2020–2024*.

The Tasmanian Government’s Department of State Growth has developed an agency-wide *Safe Use of Vehicles Policy* which implements the national *Vehicles as a Workplace: Work Health & Safety Guide*. The Department of State Growth will examine the most appropriate way to roll out the policy to other government agencies and more broadly.

The Tasmanian Government also contributed the development of *Your Speed is Our Safety* public education campaign and has supported the campaign since its inception in 2016. *Your Speed is Our Safety* raises awareness of the safety risks for road workers and motorists at road work sites. The latest edition of the *Your Speed is Our Safety* campaign was launched in collaboration with the Civil Contractors Federation in September 2023.

Victoria

Minimising or eliminating road safety hazards for those who work on, or use the road for work, is a key strategic goal under the [Victorian Road Safety Strategy 2021–30](#).

Victoria is one of the founding funding partners of the National Road Safety Partnership Program (NRSPP) and continues to be actively engaged in the NRSPP's governance.

Victoria is also one of the founding members of CLOCSA, which supports the adoption of best practice approach to ensure community road safety while improving the efficiency and productivity of construction trucks operating on government major projects. Victoria led and completed the development of a vehicle safety framework as part of the accreditation scheme aimed at lifting the safety standards of construction trucks through a three tier system and as a condition of their involvement in projects.

Key initiatives underway in Victoria include:

- adopting best practices in vehicle safety, by ensuring only 5-star ANCAP rated vehicles with additional active safety technologies are purchased in government fleets
- implementing the *Construction Truck and Community Safety* project, which has developed resources to help state and local governments, developers and utilities better manage their construction projects, and the construction industry to improve delivery with more consideration for vulnerable road users. Examples include a route selection tool, toolbox talks and model causes around truck safety and training

- implementing the Traffic Management Reform (TMR) program, which includes a range of initiatives designed to create a more consistent and safety-focused approach to how traffic management activities are planned and delivered
- developing a pilot program for new apprentices who need to drive for work
- undertaking research to identify best practice in workplace road safety and identify gaps in current interventions and opportunities to develop new interventions.

Western Australia

Western Australia (WA) contributes funding to the *National Road Safety Partnership Program*, with the WA Government participating and promoting work for Australian businesses to develop a positive road safety culture.

Key initiatives underway in WA include:

- reviewing traffic management policies including roadwork sites, with a focus this year on speeds and enforcement
- developing campaigns based on evidence and road safety priorities. During National Road Safety Week 2023, WA ran a Life Toll education and behaviour change campaign featuring Tristan, a road traffic controller injured in the workplace. This campaign focused on the importance of driving safely where road workers and traffic controllers are working and to Slow Down, Move Over (SLOMO Law) when passing emergency services personnel, tow truck and roadside assistance drivers.

In addition, WA Government Fleet Purchasing policies promote safe vehicles and driving with a requirement that passenger and light commercial vehicles purchased in government fleets be 5-star ANCAP rated.

Aboriginal and Torres Strait Islander people



Image sourced from Getty Images. Image credit John White Photos

Introduction

Across Australia, First Nations people are impacted by road trauma more so than the broader population. Some of the contributing factors are the remoteness of communities, road conditions and impeded access to new vehicles and maintenance services.

The Australian Government is committed to ensuring the safety of Aboriginal and Torres Strait Islander people on Australian roads, noting their over-representation in fatalities and serious injuries in some jurisdictional areas.

A First Nations Road Safety Summit held in February 2024 will: inform the next National Road Safety Action Plan and a national grants program; build a network of organisations for ongoing dialogue; and inform the development of future policies and programs relating to First Nations road safety.

The preliminary Summit agenda included themes relating to:

- how to improve road safety outcomes for First Nations communities
- culturally relevant road safety education and messaging for First Nations people
- addressing gaps in data collection and research on First Nations road safety
- understanding the impacts of road trauma on First Nations people and communities – including health and economic impacts
- creating partnerships with First Nations people to understand road safety priorities and effective program delivery.

Progress on government commitments

Australian Government

The Australian Government engaged with the First Nations community and health and land council organisations throughout 2023. This work will continue, into 2024.

The *National Road Safety Action Grants Program* contains First Nations Peoples' road safety as a focus area. The final three focus areas of this program opened in January 2024.

The Australian Government has also been working with the states and territories to establish baseline data for fatalities of First Nations people. Initial work has included a review of data sources currently available, and the reporting of an initial set of First Nations' serious injuries and fatalities data.

Australian Capital Territory

The ACT Government launched the *Learner Driver Mentor Program* in April 2023 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 (ATSI).

New South Wales

During 2023, New South Wales (NSW) has undertaken the following key initiatives:

- delivering the *NSW Driver Licensing Access Program (DLAP)* to increase access to licensing, safe and legal driving and improve social outcomes by expanding support and mentoring programs for disadvantaged people including First Nations people

- developing road safety education messages including continuation of the 'Bring the Mob Home Safely' campaign for social media and mainstream channels
- funding partnerships in Aboriginal youth leadership, bike safety education, helmet exchange program and child car seat safety training and education
- promoting road safety through media, social media, publications and resources, communication toolkits, and collateral for in-person engagement
- utilising Towards Zero ambassadorship opportunities to promote road safety at a local level within communities for First Nations people
- strengthening current and establishing new partnerships to promote road safety in community
- hosting road safety engagement activations at major NSW Aboriginal community events to promote road safety including NAIDOC Week, National Road Safety Week and the NSW Aboriginal Koori Knockout competition.

Northern Territory

The Department of Infrastructure, Planning and Logistics (DIPL) undertakes significant road safety and licensing engagement and activities in remote communities as part of existing programs. These programs aim to achieve better outcomes for Aboriginal people who are overrepresented in serious road trauma statistics.

The NT Government continues to work with remote communities to improve transport options and deliver driver licensing programs through the implementation of DriveSafe NT <https://www.drivesafe.nt.gov.au/> and the support of remote transport options <https://nt.gov.au/driving/industry/remote-passenger-transport-program>.

DIPL also publishes road safety data for First Nations people.

Case study – NT Remote Passenger Transport Program

Through the Remote Passenger Transport Program, funding is available to increase passenger transport access in remote areas. Services are either inter-town or intra-town. An inter-town service covers transport between communities and key centres and is typically long-distance such as between Numbulwar and Katherine. An intra-town

service is typically within a town or from nearby communities, such as Yirrkala to Nhulunbuy on the Gove Peninsula. Inter-town services focus on communities which have a permanent population base of at least 100 and are more than two hours travel time by road to a key centre providing essential services. Intra-town services operate

where there is a permanent population base of at least 1,000 and there is limited access to essential services. Providing ongoing remote transport services benefits road safety outcomes as well as assisting with closing the gap on disadvantage for remote Aboriginal Territorians.

Queensland

Transport and Main Road's (TMR) *Indigenous Driver Licensing Program* (IDLDP) gives First Nations peoples in remote Queensland communities the opportunity to get their driver's licence and learn safe road use behaviours through a culturally sensitive and relevant education program. The IDLP is administered through the work of a specialised mobile driver licensing team to reduce unlicensed driving in remote and Indigenous communities in far north Queensland. In the period January to September 2023, the IDLU visited 23 First Nations communities, issuing 268 Provisional Licenses and 254 Learner Licenses.

TMR provides funding for not-for-profit organisations to deliver road safety education initiatives through the Community Road Safety Grants scheme. This includes delivery of the *Learner Driver Mentor Program* (LDMP) which helps disadvantaged people gain access to volunteer mentors and vehicles to meet the supervised driving requirement for upgrading a learner licence.

TMR's *StreetSmarts* education and awareness program ran a campaign advising the community of increased penalties for high-risk driving offences. This included working with a First Nations creative agency to develop appropriate materials and engaged a First Nations NRL player as an ambassador.

Work to improve public transport options in remote communities is ongoing. However, the provision of transport services to all areas of Queensland can be challenging. The provision of public transport services is considered against competing priorities across the state, and the levels of funding available. TMR continues to work with local governments to deliver transport services and any road or infrastructure works is considered in council's future program of works.

TMR provides support to families to assist with the cost of transporting students to and from school through the *School Transport Assistance Scheme* (STAS). Eligibility for the scheme is based on the distance students live from their nearest school: Students must reside over 3.2 kilometres for primary school students and 4.8 kilometres for secondary school students. STAS has recently been expanded to allow applications for school transport assistance (on all government contracted bus, rail or ferry services) for students living in shared care arrangements and travelling to school from two addresses. Specific conveyance allowances are also available to assist students who live on drought-declared primary-producing properties or in remote and isolated areas across the state. TMR works closely with delivery partners to deliver school transport services in remote Indigenous communities throughout the state.

Case study – On the Right Track program

Through a collaboration with the Regional Anangu Services Aboriginal Corporation the On the Right Track program, which has been helping Aboriginal people who live in the APY Lands get their driver's licence since 2015, is now offering heavy vehicle licence training.

The expansion further strengthens existing efforts to increase road safety, employment opportunities and local business growth across the APY Lands. Under the expansion, heavy vehicle driving lessons are now available in various communities including Pipalyatjara, Kanpi, Amata, Umuwa, Pukatja, Kaltjiti, Mimili and Iwantja. Testing occurs only in Amata and Pukatja communities.



All images courtesy SA Government

South Australia

South Australia's Road Safety Action Plan 2023–2025, includes a focus on specific Aboriginal road safety initiatives, including to evaluate and expand the *On the Right Track* program to deliver better licensing outcomes for Aboriginal people.

The Aboriginal Road Safety and Driver licensing program *On the Right Track* has been expanded to cover Marree, Leigh Creek, Copley, Nepabunna and Raukkan. The program also continues to provide child restraint installation and education. Since *On the Right Track* began in 2015, the service has assisted more than 2,500 customers, issued more than 900 learner permits and almost 300 provisional licences. The addition of heavy vehicle training in early March has been popular, with 14 people across six communities already starting lessons. By continuing and expanding the program to assist even more people, the program aims to improve road safety, personal and social well-being and open doors to greater employment opportunities and increase the employment pool for local businesses across the APY Lands.

Tasmania

The Tasmanian Government supports road safety outcomes for Aboriginal and Torres Strait Islander communities through targeted programs that deliver road safety outcomes for novice drivers and motorcycle riders.

The Tasmanian Government has developed improved transport options for remote communities by engaging Area Connect to provide transport services to communities where a daily bus service is not sustainable.

Victoria

The Transport Accident Commission (TAC) *L2P Program* is a community-based program developed to assist eligible young Victorian learner drivers between the ages of 16 and 21 years (and in some circumstances, up to 23 years) who do not have access to a supervising driver or an appropriate vehicle, to gain driving experience required for a probationary licence. The program matches eligible young learner drivers with a fully licensed supervising driver mentor, enabling the learner to meet the Graduated Licensing System (GLS) mandated 120 hours of driving practice that was introduced in Victoria in 2007. Since its inception in 2007, L2P has supported over 19,301 learners to achieve more than 828,912 driving hours. 9,120 licences have been obtained through the program.

With 55 program delivery organisations across the state, many have local partnerships with First Nations referral agencies. In July 2022, the first dedicated ATSI L2P program was launched in Shepparton, Victoria. A strategy and action plan to increase First Nations participation in the *L2P Program* is currently underway.

Victoria is also undertaking a series of needs and gap analyses to seek improved road safety outcomes for key populations including First Nations people. This work will investigate access to tailored and evidence-based road safety education and learning, messaging, programs or other initiatives. This will capture any road safety issues prevalent in remote areas of Victoria.

Western Australia

Western Australian (WA) has identified Aboriginal road safety as a priority area within the [Driving Change Road Safety Strategy 2020–30](#) and [Driving Change Road Safety Action Plan 2021–23](#), and will be working with Aboriginal communities and organisations to improve road safety outcomes.

Key initiatives include:

- working with Aboriginal media organisations to write, produce and schedule road safety campaign messaging in a culturally sensitive and impactful format for Aboriginal people
- increasing the number of remote and mobile service officers who service remote Aboriginal communities under the *Driving Access and Equity Program*. In 2022–23 the teams who are based in the Kimberley, Pilbara, Mid West, Goldfields-Esperance and Perth made 290 visits to over 82 regional and remote locations. From these visits:
 - 511 driver's licences were issued or reissued or transferred
 - 300 driver's licences were renewed
 - 416 theory tests were performed, and 747 practical driving assessments conducted
 - 615 learner's permits were issued or reissued
 - 236 vehicle licence activities conducted.

Kiara's story, Pilbara

The *Driving Access and Equity Program* provides valuable assistance to those novice drivers under 25 who need to complete their logbook hours and also people who have stalled on their licensing journey.

"I had failed twice and lost my confidence. I didn't want to fail again. I also didn't have a car to go out and practice in or use to sit the test," Kiara, who was assisted by a DAEP organisation in the Pilbara, shared.

Kiara was supported first with some professional driving instruction followed by some supervised driving sessions with a mentor in the DAEP funded vehicle. She was then able to use that vehicle to pass her practical driving assessment.

"I stood up, I showed up and I won my licence. I can drive myself to work and drive the work vehicles."

Case study – Western Australia Government's Driving Access and Equity Program (DAEP)

The Western Australia Government's *Driving Access and Equity Program (DAEP)*, which was initiated in 2021, seeks to support disadvantaged people in regional and remote communities to overcome the considerable barriers they face in obtaining a driver's licence.

In 2022–23, more than 1,000 disadvantaged people were supported through the licensing process, improving their safety and their connections to people, places, culture and employment. DAEP grants were provided to 12 organisations in 46 locations across the Kimberley and Pilbara.

The grants were used to:

- procure licensed vehicles in which participants can learn to drive and undertake the practical driving assessment
- provide participants with access to experienced supervisors and licensed driving instructors
- help meet the costs and address other issues that prevent participants from obtaining a licence.



Image credit: Main Roads Western Australia

Vulnerable road users

Introduction

Roads are shared by many types of road users. 'Vulnerable road users' (VRU) describes road users who have minimal physical protection, making them more vulnerable in the event of a crash. The probability of death or serious injury for vulnerable road users in a crash increases exponentially with increasing vehicle speed. There is an estimated 10% probability of being killed if struck at 30 km/h, but this rises to over 90% at 50 km/h, the default speed in built-up areas.

Personal mobility devices including e-scooters and e-bikes are becoming increasingly popular as are motorised mobility devices to support persons with a disability and the frail or aged. Users of all of these devices are included in the VRU category and for the most part, people using wheelchairs, motorised wheelchairs and motorised mobility devices are classified as pedestrians. As data collection for personal mobility devices improves, greater insights into causality and the impact of these devices will be gained to support the design of the most effective interventions.

Motorcyclists

Motorcycle riders are over-represented in fatal and serious injury figures, disproportionate to the number of registered motorcycles. Also, annual fatality rates per billion vehicle kilometres travelled are, on average, nearly 30 times higher for motorcycle riders than for vehicle occupants.

Pedestrians

We are all pedestrians and most of us engage in pedestrian activity at some point during each journey. Pedestrians have limited protection (unlike bicycle and motorcycle riders, they do not wear safety equipment) and are the most vulnerable road users. Pedestrians travel shorter distances in kilometres relative to other road users, yet comprise 13% of all road fatalities in Australia. The majority of pedestrian fatalities involve a collision with a light vehicle. Children and the elderly are particularly vulnerable to injury or death in a crash. Pedestrian fatalities over the last 10 years have shown little progress in downward trends. The drop in year-to-date fatalities in 2021 and 2022 may have been attributable to the impact of COVID-19 and reduced travel exposure for a large part of the reporting period. Since 2022, the annual numbers of pedestrian deaths have increased to long term trend levels. The majority of all deaths of pedestrians occur in 50-60 km/h zones.

Cyclists

Fifty percent of cyclist deaths occur in 50-60 km/h zones and 56% occurred at intersections. There has been no reduction over the last decade for fatalities of cyclists. The estimated trend remains flat.

Progress on government commitments

Australian Government

The Australian Government has been funding both infrastructure and non-infrastructure programs to reduce risks to cyclists, pedestrians and motorcycle riders and future-proof the system for new types of vulnerable road users. The Assistant Minister for Infrastructure and Transport, Senator the Hon Carol Brown, convened meetings with state and territory counterparts to discuss vulnerable road users.

In 2023, the Australian Government committed \$6 million for the *Safe Roads for Safe Cycling Program* being delivered by the Amy Gillett Foundation. This program aims to support, enhance and embed best-practice road building for safe cycling into the delivery of road and street infrastructure projects throughout Australia. Guided by the Safe System Approach to Road Safety, the program is designed to improve road safety outcomes. There are two complementary projects being delivered under the program:

- upskilling and collaboration
- mapping and data.

Each project comprises a series of targeted activities for engineers and councillors aimed at enabling learning, facilitating collaboration, and improving access to high-quality data and best-practice guidance to deliver safer cycling infrastructure.

In addition, applications for the first two focus areas of the *National Road Safety Action Grants Program* – Community Education and Awareness, and Vulnerable Road Users, closed in August 2023.

Australian Capital Territory

The ACT Government through the Australian National Risk Assessment Model (ANRAM), has prioritised measures like the use of motorcycle-friendly barrier systems to reduce risk on frequently used routes by the local motorcycle riders.

As part of the 2023 Road Safety Grants round, five projects were funded that related to vulnerable road users, including a motorcycle riders' forum hosted in October 2023 by the ACT Motorcycle Riders Association.

Forty kilometre per hour town centres zones are also now in effect at most town centres in the ACT including Gungahlin, Belconnen, Woden, and Tuggeranong.

In June 2023, the ACT Government also announced funding of upgrades to cycling infrastructure in the 2023–24 ACT Budget, including the Garden City Cycling Route running through the heavily used city area to reduce cyclist-related crashes along the Northbourne Avenue corridor. This area reported the highest number of cyclist-related crashes and injuries in the past 10 years. In its last budget, the ACT Government matched the \$5 million committed by the Australian Government for detailed design and construction of the first stage of the Garden City Cycling Route.

In addition to existing processes and as part of the proposed ACT's Active Travel Plan, the ACT Government will progressively convert on-road cycle lanes on high-priority Active Travel routes to safe separated cycleways including both permanent infrastructure and use of 'quick build' infrastructure.

The ACT continues to deliver the *Vulnerable Road User Program* (VRUP) as a credit option for required driving hours. The VRUP is available for all learner car licence holders. It includes self-directed learning which must be completed before attending a two-hour workshop. The course is focused on safely sharing the road with cyclists, motorcyclists and pedestrians and provides 10 hours credit towards the required driving hours. This course recently became accessible to at-risk youth through the Learner Driver Mentor Program that started in July 2023 and has seen 11 people complete the course as at 31 October 2023.

On 22 November 2023, The ACT Government launched the *Learner Driver First Aid Program*. From this period, eligible learner drivers who complete an approved first aid course will receive five hours credit against their required supervised driving hours. The program is designed to assist people if they are involved in, or come across, a motor vehicle crash.

New South Wales

NSW has delivered a number of 30 km/h and 40 km/h areas, particularly in high pedestrian activity areas through the *Towards Zero Safer Roads Program*.

In July 2023, NSW released a new NSW Speed Zoning Standard. The Standard provides improved guidance on lower speed zones such as 30 km/h and 40 km/h, which is an evolution from the previous guidelines.

The NSW Government has also ensured that every school has at least one set of school zone flashing lights and there are now over 6,800 school zone flashing lights in place to assist drivers to comply with school zone speed limits across NSW.

NSW delivers motorcycle underrun protection on targeted road safety projects, particularly on curves, to improve motorcycle road safety as part of the *Towards Zero Safer Roads Program*.

From July 2022, e-scooter shared scheme trials commenced in NSW. Riders within trial locations are allowed to ride e-scooters hired from an approved shared scheme provider. New rules were made in July 2022 to enable the trial and apply to riders participating in the trial to help keep everyone safe.

Northern Territory

The Northern Territory (NT) has not identified popular motorcycle routes. However, the NT continues to install warning signs and motorcycle-safe barriers where appropriate to improve motorcyclist safety. Additional road safety treatments on specific routes are considered on a priority basis.

A comprehensive review of shared path networks has informed the development of a *Shared Path Strategic Plan* which prioritises shared path upgrades. New shared paths on Ilparpa Road and the Stuart Highway in Alice Springs and a shared path along Howard Springs Road from Whitewood Road to Howard Springs Reserve have been submitted for funding under the Road Safety Program to address high-risk areas and expand the network of shared paths.

The NT has undertaken a comprehensive safety review of the road network to investigate pedestrian crashes, assess current road infrastructure and identify potential safety improvement works. Pedestrian crashes were mapped to identify high-risk pedestrian areas and an action plan is being progressively implemented.

The Department of Infrastructure, Planning and Logistics continues to monitor high-risk pedestrian areas and has undertaken road safety improvement works at various locations. Technology-based solutions to improve pedestrian road safety are also being trialled to detect the presence of pedestrians on roads and adjacent areas and activate warnings to motorists.

Other initiatives include the development of new road safety education campaign materials focussing on pedestrian safety, working with key stakeholders such as Larrakia Nation to promote road safety in the community and distributing reflective clothing and providing road safety messaging in language for broadcast on radio and social media.

Queensland

Transport and Main Roads (TMR) has undertaken a review of the Speed Limit Hierarchy with a view to reducing fatal and serious injury crashes through lower speeds, including targeted reductions in areas where there are high numbers of vulnerable road users.

Through the *Targeted Road Safety Program (TRSP)*, TMR continues to develop and deliver safety infrastructure improvements that support safe bike riding, motorcycling and walking infrastructure. Since July 2015, \$310.7 million has been invested in safety infrastructure that has benefitted vulnerable road users. A further \$175 million has been programmed for safety improvements through to 2026–27. This funding will provide additional safety benefits for vulnerable road users.

Under the *Queensland Cycling Strategy 2017–2027* and its accompanying two-year action plans, TMR leads strategic planning for cycle networks, developing Principal Cycle Network Plans (PCNPs) and accompanying Priority Route Maps (PRMs), in close consultation with local governments and TMR regions. In 2022–23, TMR commenced a review and update of the PCNPs that showed core routes needed to get more people cycling more often. TMR has completed state-wide community consultation and continues to engage with local governments and TMR regions to inform the review and update of the network.

Following the update of the PCNPs, TMR will commence a review and update of the PRMs that show the delivery priority TMR and local governments have assigned to principal routes to guide state and local government delivery of the principal cycle network.

Case study – The Active Transport Investment Program (ATIP) delivers infrastructure that supports a safe, direct and connected cycling network

The Mackay Gooseponds Trail is a scenic off-road pathway in North Mackay for shared use by bicycle riders and walkers. The popular track circles around a large central wetland lagoon which attracts a variety of bird life, including geese, ducks and pelicans.

A 'missing link' in the trail was constructed in early 2015, including a pathway under the Bruce Highway to allow for safe off-road crossing.

The Mackay Gooseponds trail starts behind Wheeler Drive, Glenella and stretches through to Evans Avenue. The trail passes under the Bruce Highway, offering a safe crossing option, and includes multiple access points and a few large loops along the way, totalling close to eight kilometres of shared pathway.

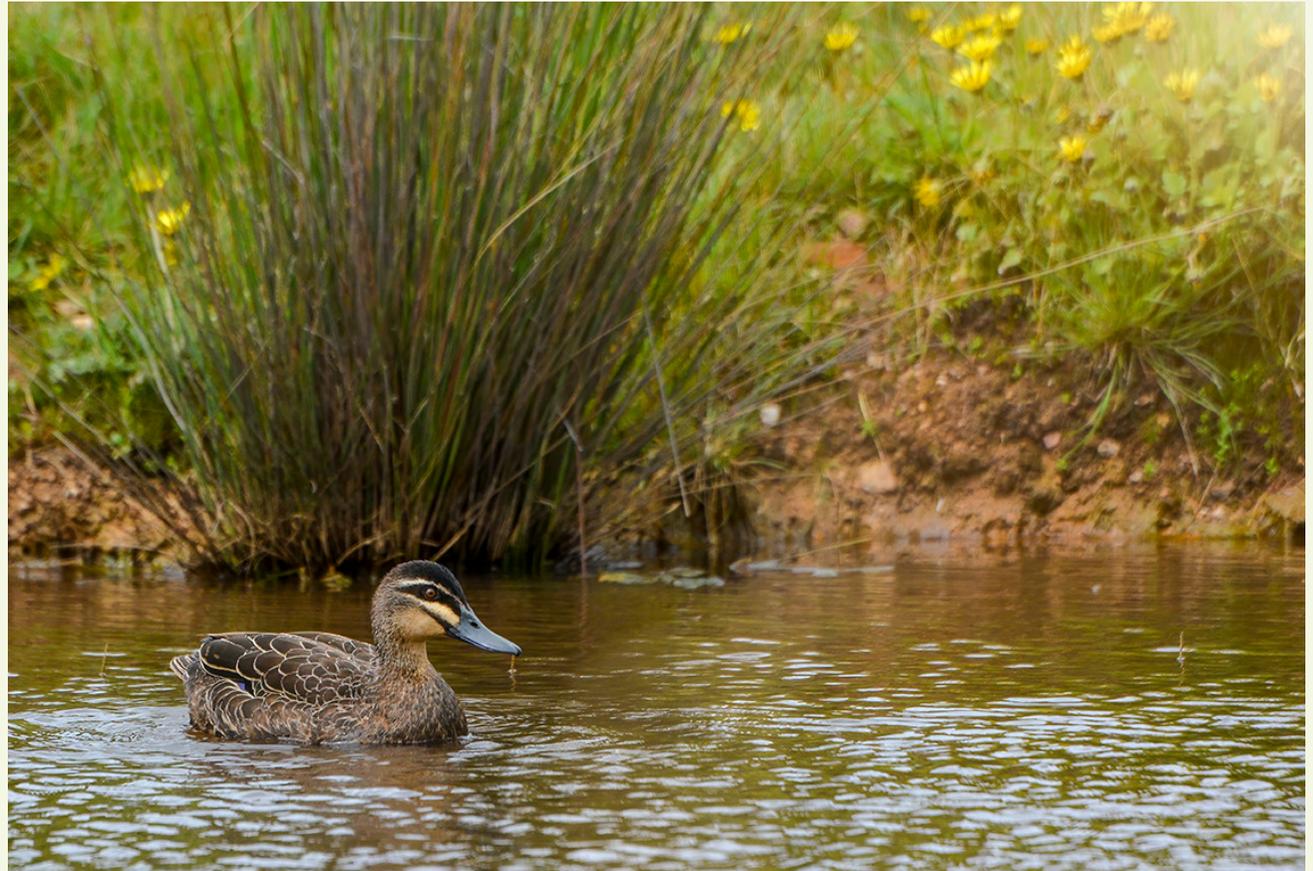


Image sourced from Getty Images. Credit traci louise

Through the *Active Transport Investment Program (ATIP)*, the Queensland Government continues to invest in standalone active transport initiatives, including bikeways, shared paths, and bridges across the state. In addition to the standalone projects, the Queensland Government also delivers high quality new or upgraded active transport infrastructure as part of road, rail and other transport projects as required by TMR's *Cycling Infrastructure Policy*.

The *Roadways Behaviour Monitoring System* pilot is underway in school zones across Queensland, with infringements being issued for speed enforcement since August. While still early, there are promising signs that speeding rates have reduced at the chosen school zone sites.

TMR recently implemented the *Ride to Zero Program* to improve motorcycle road safety. The program involves engaging with riders to co-design initiatives that recognise their motivations and attitudes towards their riding and safety. The initial phase of the 10-year *Ride to Zero Program* includes the design and delivery of a rider mentoring program, online content to help riders improve their riding skills and support and resources for ride groups and clubs to promote motorcycle road safety in their communities. This program has been supported by a *StreetSmarts* motorcycle road safety campaign that aims to tackle the over-representation of motorcycle riders' lives lost on Queensland roads by encouraging them to manage their personal risk through safe riding practices and decisions on the road, and to encourage other road users to share the road safely with motorcycle riders.

South Australia

The South Australian Government continues to assess popular motorcycle routes and implement effective safety treatments to improve rider safety such as shoulder sealing, roadside safety barriers and motorcycle barriers (under-run protection). This work is continuing on key Adelaide Hills roads in 2023–24.

Other key initiatives to improve safety for vulnerable road users include:

- developing a new *Motorcycle Black Length List* to identify high-risk locations in both metro and rural areas. The list will be used to identify and assess potential risks and to implement effective motorcycle road safety infrastructure to improve rider safety

- incorporating motorcycle road safety improvements into *Black Spot* projects to ensure improved safety for all users on high-speed roads (refer case study below)
- commencing work to enhance South Australia's *RiderSafe* training program which includes a series of safety education and assessment components that focus on awareness, judgement and decision making
- continuing to support *MotoCAP*, and provide funding for the program
- reviewing South Australia's *Speed Limit Guideline* to apply the movement and place approach
- working in partnership with the *Centre for Automotive Safety Research (CASR)* on several of vulnerable road user research projects
- undertaking community consultation about the default speed limit on beaches to increase safety for all beach goers. Vehicles may be driven on many beaches in South Australia, and where there is no speed limit sign the default limit is applied. On 1 December 2023 the default speed limit on beaches was reduced from 100 km/h to 40 km/h and 25 km/h within 50 metres of a pedestrian, unless otherwise signposted
- implementing local road safety improvements through the *Way2Go* Program, with a focus on pedestrians and cyclists around primary schools, end of trip facilities and bike education
- continuing targeted upgrades of strategic cycling routes including greenways and bicycle boulevards in inner and middle Adelaide in 2023
- investing in strategic bike routes through the provision of annual grants to local Councils.

Case study – Motorcycle safety improvements

A Black Spot project has recently been completed on Nangkita Road. The works completed will improve road safety for all road users including motorcycle riders and include:

- lane and shoulder widening
- additional signage (chevron alignment markers)
- guard rail and motorcycle rub rail.



Image provided to South Australia's Department for Infrastructure and Transport by Alexandrina Council

Tasmania

Improving road safety for vulnerable road users is a key priority for the Tasmanian Government under the 'Improving safety in our towns and cities' and 'Making our rural roads safer' themes of its [Towards Zero Action Plan 2020–2024](#).

Key initiatives include:

- progressively undertaking motorcycle road safety audits on popular touring routes across the state to identify and implement safety infrastructure improvements to reduce motorcycle casualties
- providing funding through the Vulnerable Road User Program (VRUP) to enable Councils to implement low-cost infrastructure treatments that improve road safety outcomes for vulnerable road users (pedestrians, motorcyclists and cyclists). In 2023, a total of \$1 million was allocated from the Road Safety Levy for successful applications
- introducing in 2023, the new Better Active Transport in Tasmania Grant Program to support local councils to design and build active transport infrastructure, such as cycleways and shared pathways, around the state.

Victoria

Key initiatives include:

- continuing to invest in route-based treatments on popular motorcycle routes through the *Motorcycle Safety Levy program*. An expression of interest process for new projects under the program will commence in late 2023
- funding a new \$23 million pedestrian safety program with the objective of improving road user safety through safe speed zones and crossing points. Development has commenced on all projects. Construction is expected to commence in early 2024
- completing 16 projects to support the implementation of safe cycling paths in high-risk areas under the \$100 million Safer Cyclists and Pedestrian Fund. Victoria has also completed eight relevant projects under tranches 1–3 of the Australian Government Road Safety Program, with a further five projects in development or delivery phases.

Western Australia

Work to target safety improvements to reduce motorcycle casualties, including on popular motorcycle routes, has commenced. Consultation has determined the priority state motorcycle routes to be targeted initially.

An Active Travel to School working group has been established, coordinating across government and industry activity to support children to safely walk and ride to school. In March 2023, the Minister for Transport released the [Active Travel to School Roadmap 2023–2030](#). The Roadmap will deliver a range of initiatives including improved planning and pedestrian pathways, measures to reduce speeds around schools, and more programs and bike education for children over the next eight years.

The Your Move Schools program has achieved significant growth since the launch of the digital service platform, from 56 registered schools in 2017 to over 200 in 2022–23. In 2022–23, 51 successful schools (46 metropolitan, five regional) shared in \$225,000 in *Connecting Schools Grant* funding in 2022–23. Funded projects included upgrades to bike and scooter parking and shelters, bike education, bike safety checks and road safety education workshops.

During March and May 2023, the Western Australian Department of Transport (DoT) continued to work with WestCycle to deliver the *Annual Activation Program* (AAP). The AAP comprised Open Streets and Principal Shared Pathway (PSP) events attended by 1,416 people and a more intensive *Rider Engagement Program* with over 100 people participating. The AAP aims to build confidence and self-efficacy in people of all ages and abilities to safely ride bikes for a range of trip purposes. Specifically targeted activities to address barriers to bike riding include: bike skills and maintenance sessions, trial e-scooter and trishaw rides, and local guided rides.

In 2023, WA Bike Month, a state government initiative held each October, was co-funded by DoT and the Royal Automobile Club of WA (RAC) and administered by Western Australia's peak body for cycling, WestCycle. During WA Bike Month 2022 the state government provided 41 WA Bike Month grants to local governments, organisations and community groups to host events that support and inspire people to give bike riding a go. Many of these events focused on building skills to ride safely and confidently.

The Long-Term Cycle Network (LTCN) has been developed across Perth, Peel and major regional centres to articulate the vision for cycling networks across the state. A prioritisation framework for the Perth and Peel LTCN is currently being developed to assist in prioritising infrastructure in high-risk areas, particularly around schools, METRONET train stations and activity centres. Delivery of the LTCN is supported by local governments, PSP Expansion Program and through Main Roads Western Australia (MRWA) major projects. Funding for active transport is at record levels in WA, with more than \$300 million currently allocated over the next four years to 2027–28.

Since 2017, \$30 million has been invested as part of the WABN Grants Program. In just the past two years \$13 million has constructed 43 projects and close to 45 kilometres of high-quality active transport infrastructure across metropolitan and regional areas in WA.

Work is also underway to develop the first WA Active Travel Strategy, which will outline a vision, strategic direction and coordinated state government approach to increase active travel in WA. This will build on the significant success of the programs, projects, investment and promotion already achieved through the WA Bicycle Network Plan and other state government initiatives related to active transport.

In 2019–20, there was a surge in local bike riding activity in WA, reflecting similar trends elsewhere in Australia and coinciding with COVID-19 impacts. Between 2020–21 and 2021–22, activity moderated back towards pre-pandemic levels.

Comparing bike counts for 2018–19 and 2022–23 from the same monitoring sites, there was a 10% aggregate growth in bike riding activity.

Case study – Mitchell Freeway Principal Shared Pathway (PSP)

This 3.7 kilometre PSP includes underpasses at Erindale Road (upgrade) and Karrinyup Road (new), delivering substantial safety and efficiency improvements. Local students from Lake Gwelup Primary School painted the art installation at the Erindale Road underpass, complementing the Indigenous Australian artwork at the Karrinyup Road underpass. When the Stephenson Avenue project is completed in 2024, the Mitchell Freeway will have a safe, continuous 12 km PSP between the Perth CBD and Reid Highway.



Image courtesy of Main Roads Western Australia

Risky road use



Image sourced from Getty Images. Image credit Graham West

Introduction

Risky road use concerns road safety behaviours that are explicitly illegal. Accordingly, state and territory governments have primary responsibility for law enforcement to address risky road use. The Australian Government is committed to assisting the efforts of state and territory governments by working with national transport groups such as the National Transport Commission (NTC) and Austroads to ensure national rules and best practice approaches towards managing and mitigating risky road use are in place.

Illegal behaviours that constitute risky road use include:

- speeding (at any level)
- illegal mobile phone use and other forms of distracted driving
- drink or drug driving
- not wearing a seat belt or helmet, or using inappropriate child restraints
- failing to obey road signs and signals, for example running a red light
- unlicensed driving
- overcrowded vehicles
- 'hoon-like' behaviour such as burnouts, street racing
- illegal use of e-scooters and other mobility devices
- crossing unbroken lines
- driving unsafe or un-roadworthy vehicles.

Other high-risk behaviours that are risky and contribute to negligence include:

- driving at inappropriate speeds
- not driving to the conditions
- driving while fatigued, distracted or inattentive
- pedestrians who are less visible or act in an unpredictable manner whilst walking near or on roads after drinking alcohol or taking illegal drugs (can also be classified as illegal depending on the circumstances)
- walking on sections of road not designed for pedestrian traffic.

Applying enforcement and deterrence strategies is an important way of targeting and reducing many types of risky road use. It will be important to continue monitoring and improving these programs, by adapting the detection and enforcement strategies where needed. However, cultural change is also needed around what is considered risky, including through developing a greater understanding of the risks and consequences associated with these behaviours, for example through education. The challenge is to shift the culture to re-evaluate what is felt to be acceptable.

Progress on government commitments

Australian Government

The Australian Government has committed to conducting a Safe Systems review of the model Australian Road Rules (ARR) in consultation with the states and territories and police in all jurisdictions. The ARRs form the basis of the road rules of each state and territory. They are model laws that, when adopted by state and territory governments into their respective road rules, are given legal effect. The ARRs are managed by the National Transport Commission (NTC) and are reviewed every two years to ensure that the rules remain current and fit for purpose. The aim of the review process is to consider how changes may improve the rules and support safety on Australian roads. In 2023 the NTC undertook public consultation on the ARR 14th Amendment Package. The Amendments have been considered for approval by Infrastructure and Transport Ministers.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is a member of the Austroads Driver Distraction Working Group and has provided input seeking to reduce incidents of driver distraction.

The Assistant Minister for Infrastructure and Transport, Senator the Hon Carol Brown, convened a roundtable on risky road use to discuss strategies to understand and address the challenge.

Australian Capital Territory

As part of the 2023 Road Safety Grants round, five dangerous driving projects were funded, including projects related to impairment and speeding.

In early 2023, the ACT introduced three transportable and one fixed (monitoring two lanes) mobile device detection cameras onto the ACT road network.

After an extensive community awareness campaign and system integration period, a formal three month warning period commenced on 3 November 2023.

A second fixed camera, monitoring three lanes, was installed in November 2023. Infringements will be issued from February 2024.

The functions of the ACT's road safety camera fleet will be expanded over the coming years to detect seat belt offences as well as unregistered vehicles.

The ACT Road Safety Action Plan 2020–2023 committed to a review of the ACT's road transport penalties framework (penalties review), to ensure that penalties are commensurate with the road safety risk associated with the unsafe behaviour and support behavioural change.

In late 2022, the Road Safety Legislation Amendment Bill 2022 was passed introducing new penalties for five main areas:

- high-range speeding
- street racing, attempts on speed records, speed trials and other hooning behaviours
- furious, reckless, and dangerous driving
- drug driving
- driver licensing fitness to drive.

The Road Safety Legislation Amendment Bill 2023 was introduced to the Assembly for consideration on 29 November 2023. The Bill will target unsafe drug and alcohol driving behaviours across the Territory's roads through; higher penalties to deter drink and drug driving, increased police powers to issue immediate suspension notices, a new combined drug and alcohol driving offence, and the expansion of roadside testing to include cocaine. The Bill also proposes an infringement notice scheme to defer low-risk drink driving offenders from the criminal justice system.

The ACT continues to deliver the mandatory Pre-Learner Licence course that contains content surrounding risk taking and the roads including speeding, alcohol/drugs, fatigue, time pressures and driver distraction. Other behaviour programs that are continuing to be delivered are the optional Safer Driver Course, the mandatory alcohol interlock program and the alcohol and drug awareness courses.

The ACT has continued its engagement in the Kings Highway Road safety partnership throughout 2023. The partnership between the ACT and NSW is an active program that provides a cross-jurisdictional coordinated approach between enforcement and community education to reduce road trauma on the Kings Highway. ACT Policing and NSW Police work closely to provide a coordinated approach to traffic enforcement on the Kings Highway and actively target dangerous driving behaviours, including speeding, and drug and alcohol impaired drivers. The partnership also delivers coordinated road safety campaigns to support the enforcement and police presence/visibility, particularly during the holiday season.

New South Wales

NSW continues to work with NSW Police to ensure ongoing police enforcement of NSW road rules.

Key initiatives include delivering:

- ongoing behavioural programs including the *Mandatory Alcohol Interlock Program* and the *Safer Drivers Course*
- speed camera programs in accordance with the *NSW Automated Enforcement Strategy for Road Safety*
- the *NSW Mobile Phone Detection Camera program* to enforce illegal mobile phone use, supported by comprehensive communications to increase awareness of the road rules and encourage compliance.

In October 2023, NSW announced that legislation would be passed to enable the use of mobile phone detection cameras to also enforce seat belt laws.

Northern Territory

The NT continues to implement road safety legislation, set penalties and levels of enforcement activity based on data supporting its ability to reduce road trauma, and implement best practice approaches to tackling risky road use. Ongoing legislative updates and enforcement approaches in the NT are supported by road safety data and research.

Queensland

The Department of Transport and Main Roads (TMR) continues to consider and progress targeted regulatory reforms to improve road safety in Queensland. This includes recent legislative amendments to increase penalties for high-risk driving offences, improving the safety of personal mobility devices, reducing driver distraction and an investigation into introducing immediate suspensions for high-speed offences. Major reform projects are supported by TMR's *StreetSmarts* education and awareness program campaigns.

South Australia

The South Australian Government introduced new legislation to reduce road trauma including immediate loss of licence (ILOL) for high-level speed and drug driving offences and is working towards implementation of mobile phone detection cameras as well as a new class of licence for ultra high-powered vehicles (UHPV).

Evidence-based research is being used by the South Australian police to target dangerous road users and reduce road crashes (refer to [South Australia Police Road Safety Action Plan 2023–2026](#)). South Australian police have a schedule of planned road safety campaigns which are coordinated with traffic enforcement operations. Road safety issues in focus for 2023 include: senior drivers, regional drivers, drink driving, speed, seat belts, drug driving, motorcycles, and distractions. These campaigns involve a combination of awareness raising, behaviour change, and enforcement, and are scheduled to align with different seasons and events such as long weekends and Easter and Christmas.

South Australia has continued to deliver the *THINK! Road Safety Partnerships Program* which seeks to build a culture of road safety by communicating road safety messages through campaigns, events and promotional activities with partners, including major sporting clubs and community groups, in Adelaide and across regional South Australia. The *THINK! Road Safety Partnerships Program* also provides road safety awareness/education programs for primary and high school students. The *THINK! Road Safety Partnerships Program* has a focus on distraction, fatigue, drink and drug driving and regional road use supporting and reinforcing South Australia Police advertising campaigns and enforcement operations.

Case study – Speed limits on beaches

Vehicle access to South Australian beaches is highly valued but can raise safety concerns for some beach users. Driving on a beach is less predictable than driving on a road and accordingly can present different challenges.

To improve safety on these beaches, the South Australian Government completed a review of the default speed that applies on beaches.

The new speed limits were informed by consultation via a yourSAy survey early in 2023. 2,651 survey responses were received with over 80% of respondents supporting a reduction to the default speed limit on beaches.

On 1 December 2023, the default speed limit on South Australian beaches changed from 100 km/h to 40 km/h and 25 km/h within 50 m of a person, unless otherwise signposted. Communications, media and advertising delivered the message about the new requirements ahead of them coming into effect.



Supplied by the Department for Infrastructure and Transport

Tasmania

The Tasmanian Government is committed to reducing risky road use through the 'Encouraging safer road use' theme of its [Towards Zero Action Plan 2020–2024](#). In August 2023, the Tasmanian Government commenced camera based mobile phone and seat belt enforcement following testing of the new automated traffic enforcement technology.

The Motor Accidents Insurance Board (MAIB) funds public education campaigns raising awareness of the dangers of risky road use, such as drink driving, and its role in fatal and serious injury crashes on our roads.

Victoria

Victoria continues to explore evidence-based approaches to reduce risky road use, including enforcement, penalties and other behaviour change approaches. One such initiative has seen the establishment of a Hooning Community Reference Group, established in 2022 following a reported increase in hooning behaviour. In collaboration with the reference group, Victoria undertook a desktop review, community engagement sessions and commissioned a research report to support and guide the development of a recommendations report to support hooning deterrence in Victoria.

During 2023, Victoria implemented new cameras to detect mobile phone and seat belt wearing offences. The penalties for these offences are \$577 and four demerit points for mobile phone offences and \$385 and three demerit points for seat belt offences.

Western Australia

WA continues to develop, implement and review road safety legislation, including setting penalties, and undertaking compliance and enforcement activity on the basis of data and research regarding risky road use and best practice approaches. Examples include:

- safety camera trial (July 2022–January 2023) where new technology was used to identify a range of risky road use activities, including mobile phone use and incorrect or non-use of seat belts. No infringements were issued during the trial, and data collected will be used to inform future legislation, enforcement and strategies
- new laws on the use of electric rideable devices (emerging technology) came into effect in December 2021, with a review of the rules based on observational research currently underway.

Case study – Automated Traffic Enforcement (ATE) program

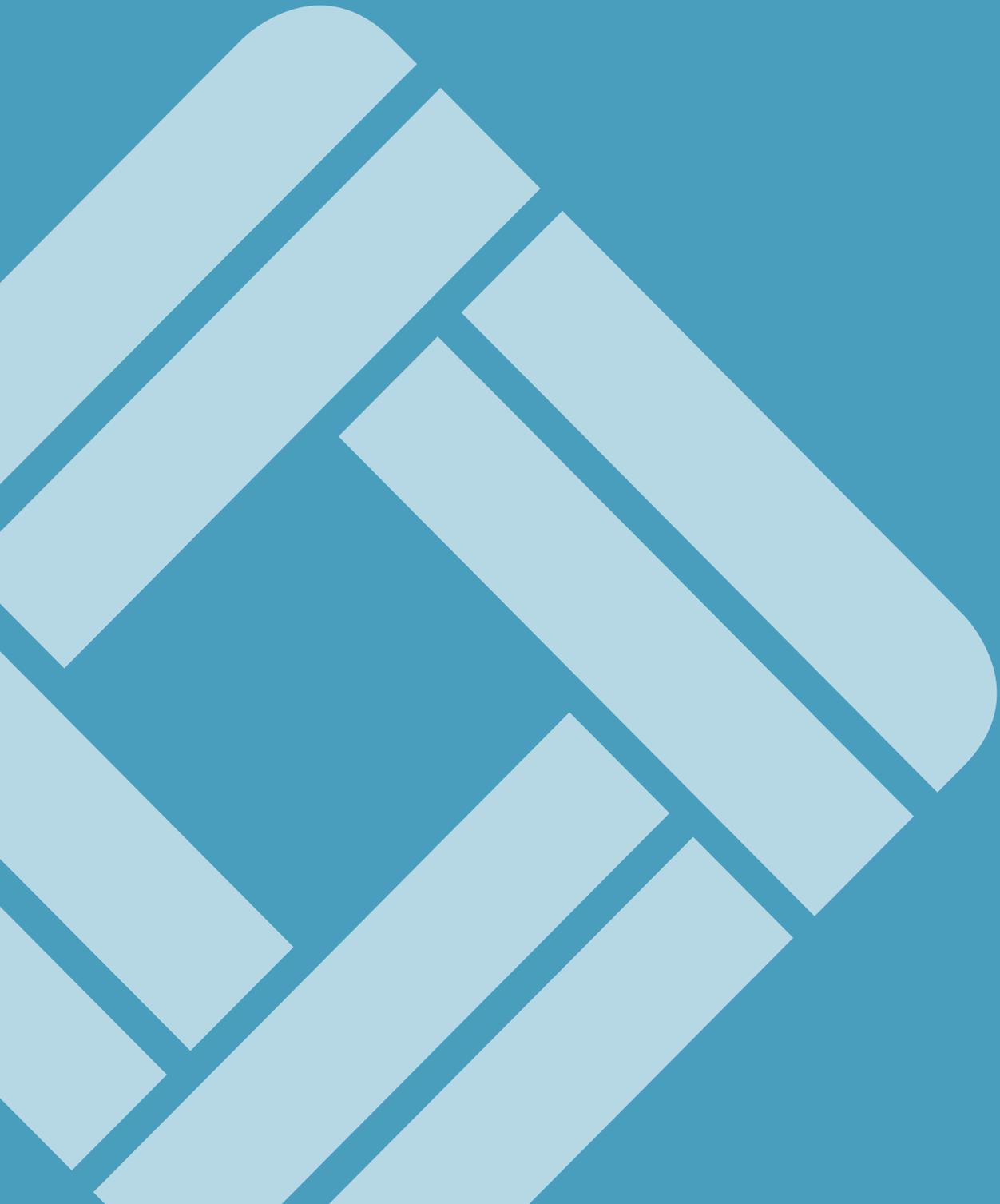
In 2022, the Tasmanian Government commenced the *Automated Traffic Enforcement (ATE) program* with a number of mobile speed cameras circulated around Tasmania. The ATE program was developed to reduce the level of speed related road trauma as speed is a factor in almost one third of all crashes on Tasmanian roads. The ATE program was supported by a public education campaign 'Over is Over' to educate the public that even low-level speeding is unacceptable.

In April 2023, the Tasmanian Government commenced on-road testing of mobile phone and seat belt detection cameras to support the ATE program. The introduction of the cameras was supported by the public education campaign 'Click, Store, Go' which delivered a simple message, that before you drive you should always: click on your seat belt, store your phone away and you're good to go.

In August 2023, the enforcement of mobile phone and seat belt detection cameras commenced.



Image credit: Tasmanian Department of State Growth,



Progress on enabling activities

Introduction

There are several broad enabling actions that need to be developed over the life of the Strategy:

Data

The Australian Government, along with all states and territories, has made significant advances toward harmonised national road safety data. Continuous improvement of our national data and monitoring of road safety across the whole system will be a key to success under this Strategy and has the complete support of the Australian Government and state and territory governments. Significant work under previous road safety strategies established good quality national data on crashes resulting in fatalities and serious injuries. However, the Australian Government is continuously monitoring where there is scope for better data collection and coordination, evaluation of interventions and wider sharing of best practice. All governments are members of the National Road Safety Data Working Group (RSDWG), established in 2023 and meeting regularly to continue building the detailed data definitions and additional data required for new progress measures, and to develop the nationally consistent dataset. This work will support a National Data Collection and Reporting Framework and National Minimum Data Set planned to be established by the end of 2024.

In 2023, the Road Safety Data Working Group also created the first formal catalogue of the nation's current road safety data holdings. The first iteration of the catalogue was published on the Road Safety Data Hub in May 2023. All governments are working together to finalise a new National Data Sharing Agreement (DSA) which will be published in early 2024. The National Data Sharing Agreement will formalise and standardise sharing arrangements for the existing road crash data currently collected from jurisdictions, and establish transparent processes for additional stakeholders to apply for access to national road safety data. The agreement will also lay the requisite foundation to enable increased data sharing in the future as additional data sets become available.

Measuring transformation of the system

This action is critical to ensure all governments are implementing measures that can make a difference to reducing the trauma on Australian roads, and can adjust plans in response to any changes in priorities, research or major events.

Research

Research is vital to progress the development of new approaches, pilot and trial real-world new concepts, test the limits to innovation and develop best practice and exemplar models and guidelines. While there are existing national bodies to support such research, there are also opportunities to leverage the strengths of tertiary institutions and continue to build and strengthen partnerships with industry and particular cohorts of the community.

Supporting local government

Almost 75.3% of the national road network is under local government control. There is a need to build and retain road safety engineering capability, secure stronger engagement between state and territory governments and their local government cohorts, and work towards embedding road safety as a key reporting requirement for the sector. Many jurisdictions have already commenced reviews of their respective local government-controlled road network during 2023, or will commence during early 2024. The Australian Government is currently negotiating with an external provider for the development of a risk-based framework that can be used by all local governments. This project is expected to be completed in the first half of 2024.

Data

Australian Government

During 2023, a revised draft Road Safety Data Sharing Agreement was prepared by the Australian Government and shared with jurisdictions in September for review and comment. Finalisation of timeframes will be influenced by the level and nature of requested changes during this period of review. Finalising the Road Safety Data Sharing Agreement with states and territories will enable collection, storage, use and on-sharing of road safety data sets by the National Road Safety Data Hub.

The Australian Government is leading the development of the National Data Collection and Reporting Framework and National Minimum Data Set (NMDS) with all states and territories, through the Road Safety Data Working Group. The Australian Government facilitated a joint RSDWG/ISCRS workshop on developing the NMDS in October 2023. Consultations with road safety stakeholders on the NMDS will be undertaken in 2024.

During 2023, the Australian Government coordinated the information collection from relevant agencies along with states and territories for the provision of road safety data for the *World Health Organisation (WHO) 5th Global Status Report on Road Safety* which was released in December 2023. The report will be the leading global source of data on road traffic deaths, road safety policy and road safety management and will feature a Country Fact Sheet with Australian data results. Australia has contributed to all four previous Global Status Reports on Road Safety in 2009, 2013, 2015 and 2018.

The Australian Government continued its partnership in ESRA (E-Survey of Road Users Attitudes) in 2023, funding and leading Australia's involvement in the third version of the survey – ESRA3. ESRA3 was conducted in 39 countries and provides internationally comparable data on road safety performance, attitudes and behaviours across five topics (speeding, DUI, distraction, seat belt, fatigue) for five target road user groups (car drivers, motorcyclists, cyclists, pedestrians and e-scooters). An outcome of Australia's involvement in ESRA3 is a Country Fact Sheet with Australian results benchmarked against European mean results. With Australian results available from the previous ESRA1 and

ESRA2 surveys, ESRA3 results have enabled trend and time series analysis on road safety performance. Australia's involvement with ESRA3 continues Australia's ongoing partnership in the ESRA initiative. Australia's [ESRA3 Country Fact Sheet](#) is published on [Office of Road Safety website](#).

Australian Capital Territory

The ACT Government is working with the Australian Government to develop a National Road Safety Data Collection and Reporting Framework and National Road Safety Minimum Data Set through the Road Safety Data Working Group.

New South Wales

Throughout 2023, NSW published interactive ongoing crash statistics, daily and monthly road fatality updates, as well as quarterly serious injury data updates.

NSW actively participates in the National Road Safety Data Working Group, which is led by the Australian Government, and continues to participate in ongoing discussions regarding national data sharing.

It supplies data on fatal crashes to BITRE monthly and casualty crash information including contributing factors and demographics is supplied annually. All information currently requested is supplied.

NSW regularly provides local councils with access to crash data to inform greater understanding of local road safety issues.

Northern Territory

The NT is participating in the National Road Safety Working Group and is contributing to the development of a National Minimum Data Set. The NT contributes road safety data to the National Road Safety Data Hub and publishes crash statistics including road fatality and serious injury data on the NT Towards Zero website.

Queensland

The Department of Transport and Main Roads (TMR) continues to work through the National Data Sub Working Group to provide agreed upon road safety data to the National Road Safety Data Hub to support a national view on where and when fatalities and serious injuries are occurring, contributing factors and demographic information.

TMR has commenced the process of linking data that will provide additional insights into the situation in Queensland.

South Australia

The South Australian Government is developing a data portal to improve reporting, analysis and sharing of road safety and related information to enable the identification of latent and emerging issues. Data sharing agreements are currently being developed with other agencies to improve road safety data collection and dissemination.

South Australia is participating in the national Road Safety Data Working Group, which oversees the development of a National Road Safety Data Collection and Reporting Framework and the National Minimum data set for road safety

Tasmania

The Tasmanian Government is working with the Australian Government to develop a National Road Safety Data Collection and Reporting Framework and National Road Safety Minimum Dataset through the Road Safety Data Working Group.

The Tasmanian Government is also committed to providing data to the National Road Safety Data Hub. It will continue to collaborate with the National Road Safety Data Hub to establish collection methodologies and processes to support data collection.

Victoria

Victoria is actively contributing to the National Road Safety Data Working Group to develop the framework and a National Minimum Data Set.

It provides fatality data monthly to the Bureau of Infrastructure, Transport and Research Economics (BITRE) and all casualty crashes annually to BITRE. This action will be further progressed through the agreement of a National Road Safety Minimum Data Set.

Victoria continues to build on recent work linking data across the different government road safety partners and identifying opportunities for data optimisation.

Western Australia

WA is actively participating in national data sharing processes, including the delivery of national Safety Performance Indicators (SPIs), development of the Framework and Minimum Dataset through the National Road Safety Data Working Group, which first met in March 2023. WA already regularly provides road safety data for national reporting, including to BITRE for the Australian Road Deaths Database, National Crash Database and enforcement activity dashboards.

WA is working to improve road safety data governance, quality and capability for sharing. To protect the personal information of Western Australians and facilitate responsible use and sharing of government data, the WA Government is drafting privacy and responsible information sharing legislation. This legislation will enable data to be shared within government for the right reasons and provide greater accountability and transparency about how government uses information.

Measure transformation of the system

Australian Government

The Australian Government has worked consultatively to develop cross-jurisdictional reporting frameworks across new and existing programs with a specific focus on road safety. It is envisioned that once the reporting frameworks are endorsed and implemented they will assist in tracking national progress in relation to road safety improvements across the country.

This National Progress Report also constitutes progress made against the national commitment to measuring transformation of the system. The Australian Government has worked with all states and territories in developing and co-ordinating this report to inform Infrastructure and Transport Ministers of national progress.

Australian Capital Territory

The ACT will report annually on the delivery of the Action Plan and related safety performance indicators once data is available for these indicators. The ACT also reports annually via the ACT Road Safety Report Card, on road safety activities delivered as part of the ACT Road Safety Strategy 2020–2025.

New South Wales

NSW has published a set of Safety Performance Indicators in the [2026 Road Safety Action Plan](#) and continues to develop systems and processes to collect appropriate metrics aligned with each indicator.

NSW actively participates and provides advice and feedback on national safety performance indicators through the National Road Safety Data Working Group, which is led by the Australian Government.

Northern Territory

The NT has contributed to annual reporting on the delivery of the [National Road Safety Action Plan 2023–25](#).

Victoria

Safety Performance Indicators (SPIs) have been introduced in Victoria's Road Safety Evaluation Framework 2021–2030. These SPIs represent scientifically supported long-term goals, encompassing areas such as vehicle technology, road usage, appropriate speed limits, and suitable road infrastructure. When integrated, these measures are designed to show Victoria's progress in reducing harm, aiming for elimination of deaths and serious injuries by 2050.

Queensland

The Queensland Department of Transport and Main Roads continues to work through the National Data Sub Working Group on the new list of metrics the Australian Government provided and will report back annually through that mechanism.

South Australia

South Australia's Department for Infrastructure and Transport is preparing its first annual report against the [South Australia Road Safety Action Plan 2023–2025](#). Road Safety Performance will be used to assess the effectiveness of the interventions and inform the development of new actions, policy and interventions to help reach the long-term target of zero lives lost and zero serious injuries on SA roads by 2050.

The framework for the National Service Level Standards for roads was approved by Infrastructure and Transport Ministers in December 2021. Implementation commenced in 2022. Primary categories and secondary characteristics have been determined. Data provision for performance metrics is progressing, including safety related metrics.

The Department for Infrastructure and Transport is developing a Network Safety Plan to prioritise investment on the regional road network that identifies appropriate safe system treatments and priorities for investment. This plan will achieve measurable improvements in the risk rating of the regional road network.

Tasmania

Tasmania will report annually on the delivery of the Action Plan and related safety performance indicators once data is available for these indicators.

Western Australia

WA is actively contributing to improve road safety outcomes through the WA Driving Change Road Safety Strategy 2020–30 and Action Plan: 2021–23, and is also participating in the implementation of the National Road Safety Strategy and Action Plan 2023–25.

Through the established national governance structure, WA will continue to contribute to reporting, including on safety performance indicators, where data is available.



Image sourced from Getty Images. Image credit Michele Jackson

Research

Australian Government

The Australian Government has engaged a vendor through a competitive assessment process to undertake a review of road safety research being undertaken/commissioned by Australian, state and territory governments. This work will enable the development of a national road safety research picture, and is the formative work for the development of a National Road Safety Research Framework, which will be delivered by the end of 2024.

Australian Capital Territory

The ACT provides funding to research institutions for road safety related research, via the annual *ACT Road Safety Grants program*. In 2023, nine grants were awarded to conduct a variety of road safety research in the ACT.

The grants awarded in 2023 include:

- reversing the cycle of distraction: A campaign awareness study
- safe and unsafe e-scooter behaviours in the ACT
- hungover in the ACT: a survey on public attitudes and behaviours related to driving with an alcohol hangover
- online tools to support road safety practitioners with older driver safety
- vehicle speeds through ACT school zones
- empowering Learner Driver Instructors: Integrating higher-order instruction in accreditation
- impact of cannabis decriminalisation on road safety in the ACT
- examining patterns of illegal driving behaviour in the ACT
- examining the effect of implementing low-speed zones on road safety in the ACT.

New South Wales

In NSW, key activities to enable research included:

- conducting risk rating assessments across its regional roads using the Australian Road Assessment Program (AusRAP) methodology
- conducting an outcome evaluation of the *Pedestrian Protection Program*, which aimed to improve pedestrian safety at two-phase signalised intersections, and publicly releasing a summary report of key findings
- conducting enhanced vehicle and equipment testing, including testing of safety-critical driving scenarios to support connected and automated vehicle (CAV) trials as well as other testing at Crashlab and the Cudal test centre, to enable uptake of new safety technologies
- delivering and evolving the Cooperative Intelligent Transport Initiative (CITI), Australia's first long-term cooperative intelligent transport systems testbed to evaluate potential road safety benefits with connected vehicle technology.

Queensland

Queensland released the *Queensland Road Safety Research and Evaluation Framework* in early 2022 alongside the *Queensland Road Safety Strategy 2022–31*. It will continue to work with the Australian Government on research coordination.

All major reforms in Queensland incorporate an evaluation plan as part of their design.

South Australia

In March 2023, the South Australian Government committed to funding the University of Adelaide's Centre for Automotive Safety Research (CASR) road safety research until at least 2025. South Australia contributes annually for CASR to undertake research with a focus on cost effective road improvements, Aboriginal road safety, improving road user behaviour and driver fatigue.

Recently published research includes: characteristics of crashes involving medical conditions, profiling head on crashes, a review of line markings for suitability with lane support systems, injury crashes involving child cyclists, characteristics of crash-involved drink and drug drivers and a review of driver incentive and reward schemes.

Victoria

Victoria's *Road Safety Baseline Research Program* has been in place since 1987 with the goal of establishing an evidence-based strategic approach to address road transportation related loss of life and serious injury. The program is based on a collaboration between the Victorian Government's Road Safety Partners and Monash University Research Centre (MUARC). The program focusses on delivery of an agreed strategic research program including provision to respond to short notice priority research needs as required. Program outputs can be found on the MUARC publication website: <https://www.monash.edu/muarc/our-publications>

Recent completed projects have addressed:

- the impact of COVID on road safety
- understanding older road user crashes
- pedestrian distraction from smartphones.

Western Australia

WA is participating in national processes relating to sharing road safety research and the potential development of a national framework to identify priority items for coordinated and collaborative research.

Through the implementation of the *WA Driving Change Road Safety Strategy and Action Plan 2021–23*, there are a number of priority research items being progressed, including in relation to addressing gaps in knowledge needed to support education programs; e-rideables; and behavioural insights regarding risk taking behaviours for learner and novice drivers.

The Department of Transport has commenced a research project in collaboration with the Planning and Transport Research Centre (PATREC) on the impact of e-rideables on the transport task in WA. Findings will be available in 2025 and will be used to build upon what is already known about e-rideable use in Western Australia. They will be used to provide valuable insight into how the integration and safe operation of e-rideables can be improved in Western Australia.

Supporting local government

Australian Government

The Australian Government has worked with all states and territories, and the Australian Local Government Association on specifications for the development of a framework to support local governments to conduct fit for purpose network road safety risk assessments to prioritise infrastructure investment. A third party provider has been engaged to undertake this work, and the framework is scheduled for completion in the second half of 2024.

New South Wales

NSW delivers ongoing partnerships with local councils, community groups, stakeholders and industry to help support delivery of local road safety initiatives.

It regularly provides local councils with access to crash data to inform greater understanding of local road safety issues.

NSW continues development of a bespoke version of the Safer Roads Risk Assessment (SRRRA) application for local government, which incorporates proactive infrastructure risk assessment models as well as traditional crash-based analysis to inform more effective strategic planning.

Case study – Towards Zero Collaboration Hub

The NSW Government has created a one-stop-shop of road safety planning information and resources for councils and local community organisations with its new online **Towards Zero Collaboration Hub**. The Hub aims to support local councils and community organisations to deliver long-term focused road safety strategies within their communities, contributing to the NSW Government's vision of zero deaths and serious injuries on the transport network by 2050.

The first stage of the rollout launched in September 2022 and focused on consolidating existing road safety resources and information. Topics addressed include developing a local road safety strategic plan, understanding and applying the Safe System approach and using road crash data as an evidence-base for road safety planning. The Hub also features useful resources such as community education guidelines, case studies, and road safety program and initiative examples to support knowledge sharing at a local level.

Stage two is currently in development and plans to launch in February 2024. This rollout includes developing a log-in restricted section of the Hub that allows registered NSW local councils, road safety advocates and stakeholders to share knowledge and work together to solve similar road safety issues in their community. Functionalities of this community engagement portal will include searchable user profiles with bios, chat forums, a learning library and events calendar.

The Towards Zero Collaboration Hub aims to enhance road safety in local communities – a key priority of the 2026 Road Safety Action Plan. The project is being developed in partnership with Transport for NSW and State Insurance Regulatory Authority (SIRA). Hub stage one link: <https://towardszero.nsw.gov.au/collaborationhub>

Northern Territory

The Department of Infrastructure, Planning and Logistics (DIPL) makes detailed crash data available to road authorities on request, and summary data is published on www.roadsafety.nt.gov.au

The DIPL is responsible for:

- maintaining crash data for local government roads and provides this data to LGAs to undertake risk assessment and planning
- providing expert traffic engineering advice to local governments to develop Black Spot Program nominations, providing comments to local governments on their road safety and traffic engineering guidelines and operational issues
- liaising with the Local Government Association NT (LGANT) on developing road classification/hierarchy as input towards the LGANT Road Prioritisation Plan.

Queensland

All LGAs within Queensland have access to the Crash Analytics Reporting System (CARS) for self-service crash data. Transport and Main Road's (TMR) Data Analysis Unit sends out Crash Site History reports to relevant local government contacts on a weekly basis. These reports provide an analysis of the sites of fatal crashes which occurred in the previous week. The Data Analysis Unit provides Local Emerging Roads Of Interest (LEROI) data to Safer Roads on a regular basis (every six months) to produce reports identifying local roads with an increase in serious crash frequency. The Data Analysis Unit will continue to provide custom data extracts to local governments upon request.

TMR provides support to a number of Queensland LGAs in the development and preparation of Network Safety Plans on their network. This was undertaken through the Australasian College of Road Safety LGA Network and direction communication with the LGA.

As a cross-agency research team, the Road Safety Data Bureau brings together data sources and expertise from member agencies to provide a deeper understanding of crashes and their characteristics and inform collaborative road trauma prevention strategies.

South Australia

The South Australian Government provides crash data to all local councils in map and table form annually and as requested for individual Councils or locations. Data is also available from <https://data.sa.gov.au>. In addition, South Australia is developing a framework to support local councils better.

South Australian Government representatives have presented to local government at Australian Institute of Traffic Planning and Management (AITPM), Australasian College of Road Safety (ACRS) and Local Government Association forums this year about South Australia's Road Safety Action Plan 2023–2025. They have also shared information about funding opportunities such as the Australian Government Black Spot Program and the National Road Safety Action Grants program.

The South Australian Government is investing more than \$17 million for infrastructure improvements around schools, local roads, and community environments through the *South Australia Road Safety Action Plan 2023–2025* by:

- investing in safer local roads and community environments, including priority intersection upgrades, pedestrian crossings, and improved local traffic management, at five priority locations
- continuing to work 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
- delivering road safety and access improvements at 13 schools funded in partnership with local government
- funding projects through Way2Go including the installation of school crossings, kerb extensions and ramps, and local traffic management measures to improve access for school children and their families.

The South Australian Government also supports local government with guidelines and advice for treatment of roads and footpaths under their management including speed limits, traffic control and built environment treatments.

Case study – Way2Go Local Area Traffic Management



Before shot, looking south along Oxford Terrace



Before shot, looking south along Oxford Terrace.
Location of proposed Koala Crossing

South Australia's Department for Infrastructure and Transport trialled a precinct approach to Way2Go in Port Lincoln involving five schools in the regional centre. This project is nearing completion with the development of a local area traffic management (LATM) scheme identifying key priorities for improvements. Pedestrian safety was improved on Oxford Terrace with construction of a koala (flashing light) school crossing, kerb protuberances, footpath and ramp upgrades on this street improving access to two primary schools from the southwestern side of the town.



New Koala school crossing

Images courtesy of the Department for Infrastructure and Transport

Tasmania

The Tasmanian Government supports local government by providing detailed crash data, including serious injury and fatality data, and traffic engineering support to assist local governments to better understand the safety of their network and undertake safety risk assessments.

Victoria

The Victorian Government is investing \$200m in a *Safe Local Roads and Streets Program*. Under this program, Victoria will work with local governments to support the identification of road safety risks using fatal and serious injury data as well as risk assessment data to prioritise road safety projects.

As a part of the *Safe Local Roads and Streets Program*, Victoria will support the development of local network safety plans, a suite of tools and resources to support implementation, and capacity and capability in local governments for long-term sustainability.

Western Australia

WA has made road safety data available to local governments for their networks, including serious injuries and fatality data. This is provided through crash maps with route risk assessments and intersection assessment tools; and road safety management crash reports. Data is updated every year.

The WA Government is providing support to local governments to improve the data they hold on local networks, to better understand network safety, plan investment and engage communities on road safety. This is being provided through:

- educating via courses on Road Safety Engineering, Road Safety Audit, Crash Map Training and Road Safety Auditing
- providing infrastructure support and advisory services for local governments
- designing and administering the Low Cost Urban Road Safety Program.

Work is also underway continuing development of a suite of active transport planning and design guidance documents available online to guide local governments and other practitioners involved in planning and designing active transport in WA. The next guidance documents due for release include All Ages and Abilities Contextual Guidance, which will provide detailed guidance on the factors that need to be considered when planning, designing and delivering bicycle facilities and the Local Bike Planning Guidelines. This work will complement the Local Area Traffic Management guidance and Shared and Separated Paths recently developed.

Case study – LG Stars – a new tool designed to assess the safety of local government roads

The *National Road Safety Action Plan 2023–25* calls for support to local governments, including “fit for purpose network road safety risk assessments to prioritise infrastructure investment”. Improving the safety of roads is a crucial element of achieving significant and sustained reductions in road trauma.

The WA Local Government Association (WALGA) identified a need and an opportunity to support local governments with a tool tailored for use in assessing the safety of the types of roads that local governments manage. With Australian Government grant funding from the Road Safety Innovation Fund (Round 2, 2021) and supported by the WA Government, WALGA led the development of the LG Stars tool in collaboration with the WA Centre for Road Safety Research and in consultation with Local Governments. The aim was to investigate the suitability of existing safety rating tools and to develop a tool specifically tailored for Local Government managed road networks.

The project team found that while there are several reputable tools already in existence (for example: the International Road Assessment Program (iRAP); the Australian National Risk Assessment Model (ANRAM); the Infrastructure Risk Rating (IRR) tool; and the Austroads Road Stereotypes approach), local government utilisation of these tools has been low.

The tool, LG Stars, was developed over a two-year period involving a review of the literature, consultation with local governments and pilot-testing of the tool by seven local governments. It is underpinned by a proactive, systems-aligned approach validated against the iRAP Star Rating methodology. The tool was designed to be easy-to-use, replicable and a cost-effective method for local governments that do not have the capacity to utilise existing, more complex safety ratings tools.

The project was completed in June 2023 and the LG Stars tool is now available for local governments to use, in hard copy or as an online tool.

- LG Stars enables local governments to assess the safety of their roads, inform strategies and investment decisions for reducing and preventing death and serious injuries going forward, and for benchmarking and monitoring road safety progress on local road networks.

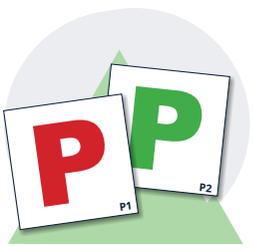


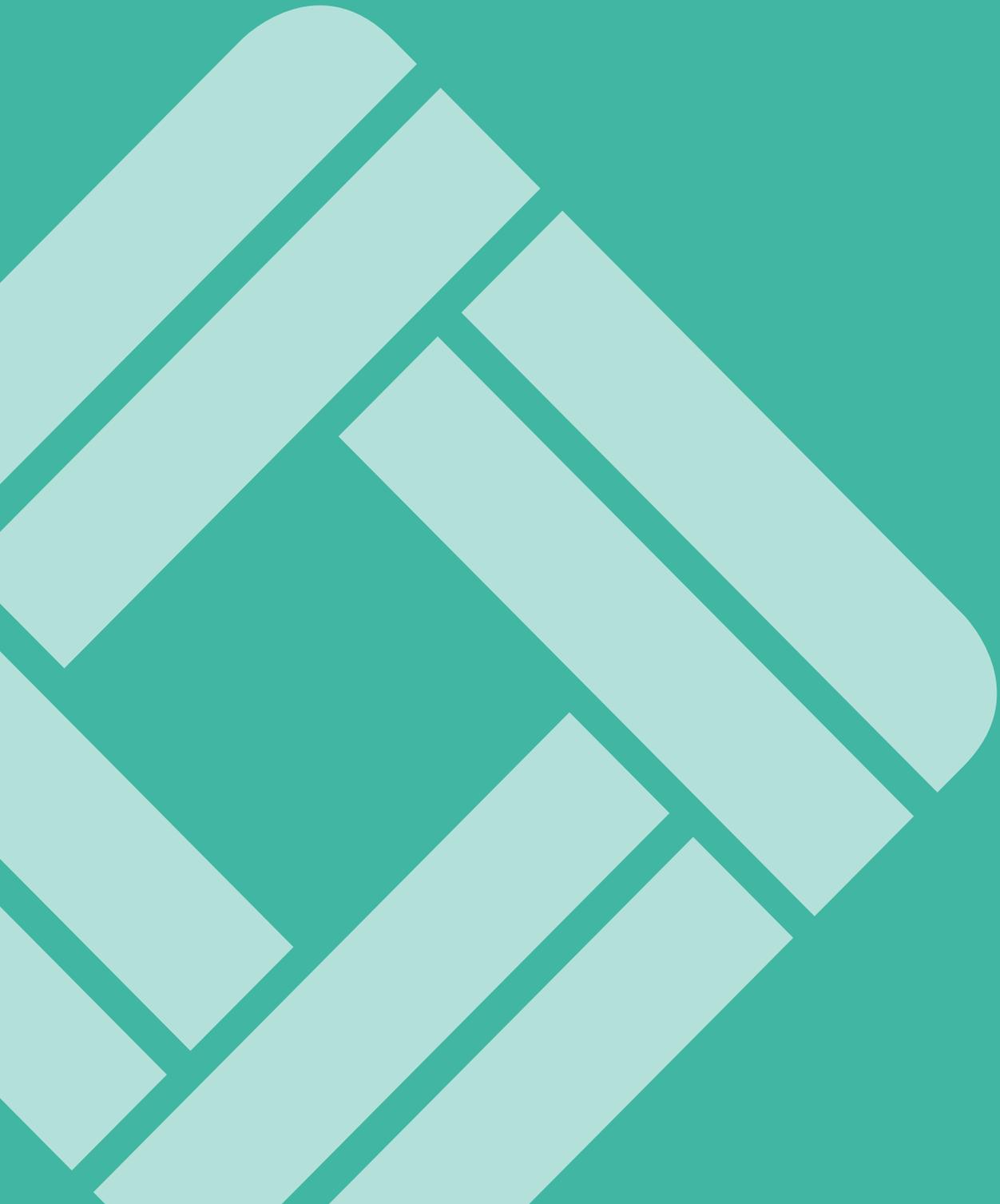
F) Rural Local Collector Road
Single-lane, one-way, two-way, 2.0/2.5/3.0/3.5m or less, AADT <1000

Attribute	1 Star	2 Star	3 Star	4 Star	5 Star
1. Speed Limit	100km/h	100km/h	80km/h	80km/h	70km/h or less
2. Curvature	Medium	Medium	Medium	Medium	Medium
3. Road Resilience	Good	Good	Medium	Medium	Medium
4. Lane Width	Wide	Wide	Medium	Medium	Wide
5. Roadside Hazard (derived to 100m)	5m from roadside				
6. Road Condition	Poor	Medium	Good	Good	Good
7. Topography	None	Poor	Adequate	Adequate	Adequate
8. Number of lanes	2	2	2	2	2
9. Compaction	Underused	Underused	Underused	Underused	Underused
10. Road Shoulder	None	None	Medium	Medium	Wide
11. Roadside Plant (derived to 100m)	None	None	None	None	Safe/Buffer
12. Shoulder Run-off (derived to 100m)	Not present	Not present	Not present	Not present	Present
13. Concrete Run-off (derived to 100m)	Not present	Not present	Not present	Not present	Present
14. Median Type (derived to 100m)	No Median	Concrete	Concrete	Concrete	Concrete
15. Property Lines (derived to 100m)	Residential 1 or 2				

Road User Placemats

The following road user placemats provide summary information on road rules and other legislation applied in states and territories across 8 themes.

 <p>Rules for L drivers</p>	 <p>Rules for P drivers</p>	 <p>Rules for driving in school zones</p>	 <p>Rules for drug driving in Australia</p>
 <p>Rules for mobile phone usage</p>	 <p>Rules for motorcycle L riders</p>	 <p>Rules for older drivers</p>	 <p>Rules for vehicle standards in Australia</p>



Data

Safety performance indicators

The primary measures of success for this indicator are the overall reductions in road trauma. The following performance measures are based on the national data available to the Australian Government as at October 2023.

Road death data was available up to and including the 2022 calendar year, noting that the 2022 data is preliminary and subject to revision. Hospitalised injury data was available up to and including 2021. As data for 2020 was not available when the *National Road Safety Strategy 2021–30* (the Strategy) was agreed, the hospitalised injury baseline is an estimate which will be reassessed in 2025 as part of the mid-term review of the Strategy.

The Safety Performance Indicators (SPIs) are intended to show the level of road safety that exists in the system and measure whether the interventions are improving road safety. The purpose of the SPIs is to track progress against the Strategy's objectives. All Australian governments agreed to the SPIs when approving the Strategy, however some indicators have proven challenging to define and measure in practice. There are two types of indicators – lag indicators and lead indicators.

Lag indicators – road deaths and serious injuries

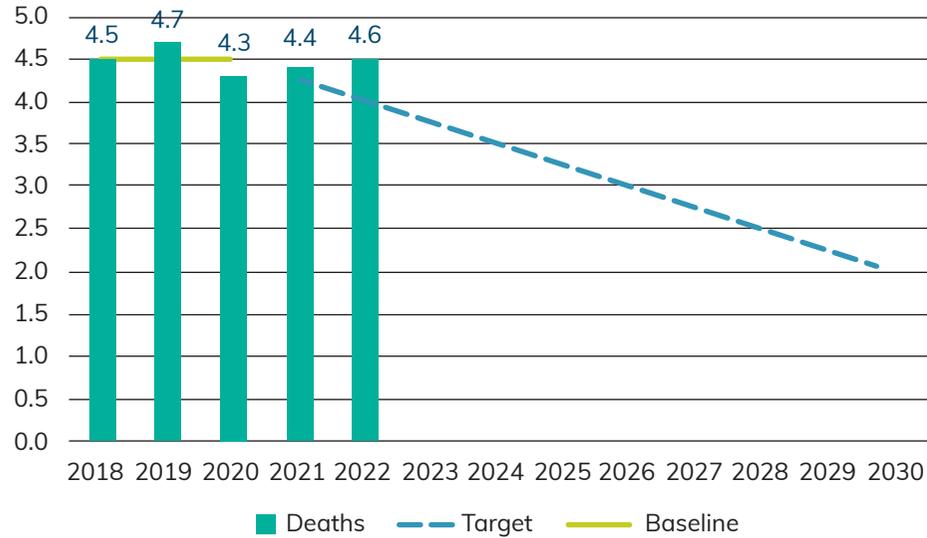
A lagging (or lag) indicator is an observable or measurable factor that changes sometime after the variable with which it correlates changes, and it can confirm trends or changes in trends. In relation to road safety data lag indicators, it means that we find out after the fact if our interventions have been successful.

Road death data was available up to and including the 2022 calendar year, noting that 2022 data is preliminary and subject to revision. Hospitalised injury data was available up to and including 2021, noting this is also the first year that data for the 'serious injuries' measure is available for part of the Strategy period.

Data for 2020 was not available when the Strategy was agreed, consequently the hospitalised injury baseline in the Strategy is an estimate. This baseline will be reassessed in 2025 as part of the mid-term review of the Strategy. Further information and data on fatalities and serious injuries is available on the [Bureau of Infrastructure and Transport Research Economics' \(BITRE\) website](#).

SPI – Number and rate per capita of road crash fatalities

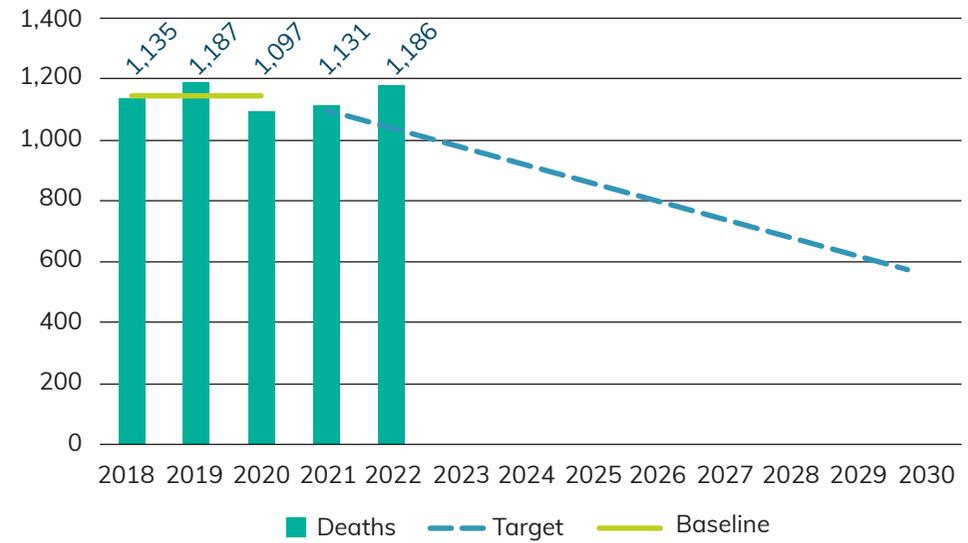
Rate per capita of road crash fatalities



STABLE BUT NOT ON TRACK

Between 2018 and 2022, annual deaths per 100,000 population from road crashes trended mostly flat and not at the rate required to achieve 2030 targets.

Number of road crash fatalities

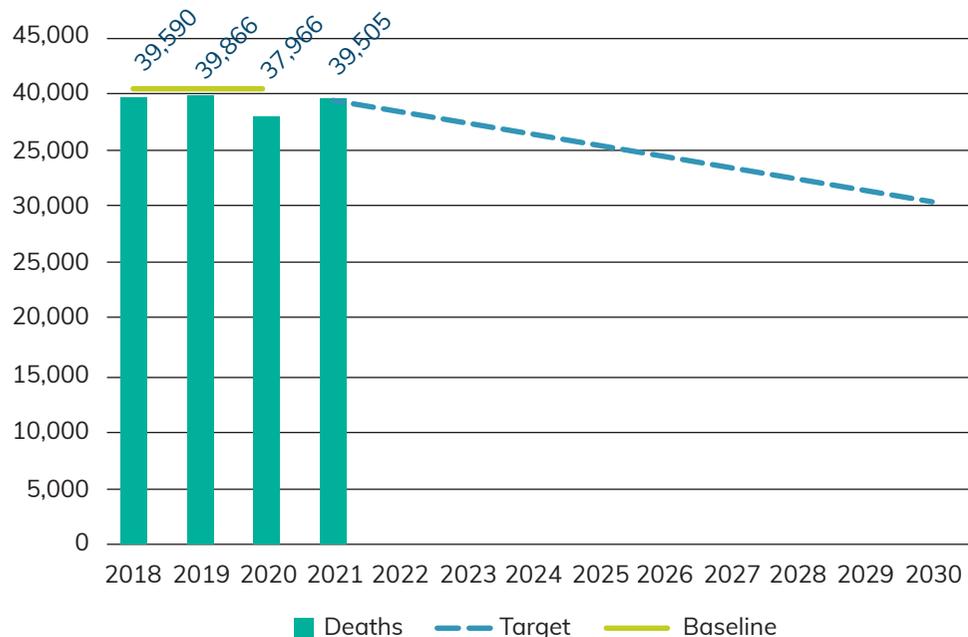


NOT ON TRACK

Between 2018 and 2022, total annual deaths from road crashes trended upwards.

SPI – Number and rate per capita of road crash serious injuries (measured against the national definition – admitted to hospital irrespective of length of stay)

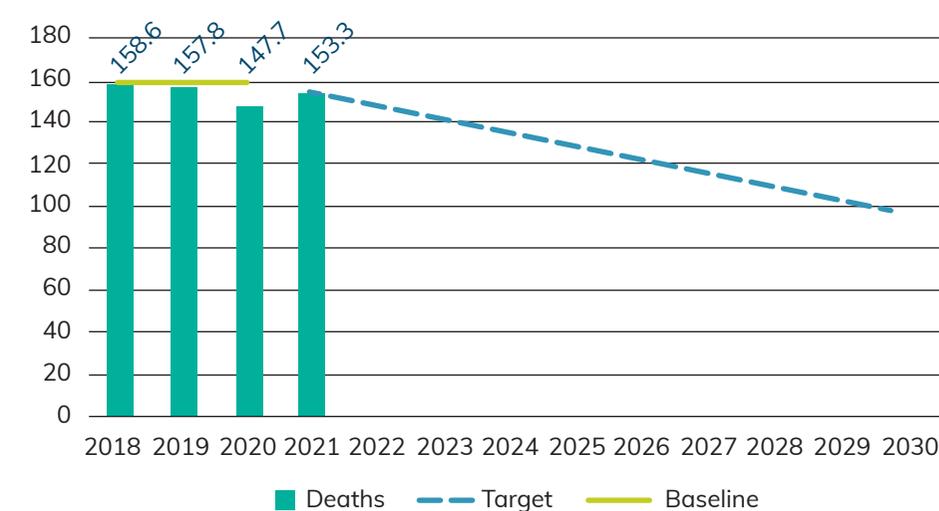
Number of road crash serious (hospitalised) injuries



STABLE BUT NOT ON TRACK

Between 2018 and 2021, annual hospitalised injuries from road crashes has trended mostly flat and not at the rate required to achieve 2030 targets.

Rate per capita of serious (hospitalised) injuries



IMPROVING BUT NOT ON TRACK

Between 2018 and 2021, annual hospitalised injuries per 100,000 population from road crashes trended slightly downwards, although not at the rate required to achieve 2030 targets.

Lead indicators

Lead indicators signal the priority of a measure, and demonstrate progress. There remain issues in measuring the SPIs, including challenges with definitions and data collection. The Road Safety Data Working Group (RSDWG) is prioritising the measuring and reporting of these indicators. While progress is being made, data for most lead indicators is not yet available, and proxy measures have been used in 2023. There are three lead indicator priorities – ‘safe roads’, ‘safe vehicles’ and ‘safe road use’. The Australian Government anticipates that these issues will be addressed through the National Road Safety Data Collection and Reporting Framework.



Image sourced from Getty Images. Image credit Naomi Rahim

Safe Roads

SPI: Share of travel on all national highways and on the high-speed (≥80km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating or better)

Status of measuring the SPI: Several definitional and data collection methodology issues exist. Availability of network risk rating data across jurisdictions varies significantly, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Risk rating for the high-speed network, which is defined for 2023 as National Land Transport Network (NLTN) roads.

Description: This measure looks at the safety ratings of roads, and is intended to focus on high-speed, high-volume roads. Further work is being undertaken to define the remainder of the high-speed network, and capture travel on these

roads to identify which have '80% of travel'. States and territories are at different stages of collecting risk ratings for roads on their networks – with some almost 10 years old. However, under the AusRAP Strategy (administered by Austroads), all states and territories have committed to publishing their road safety ratings for arterial roads by early 2025.

There are different methodologies used to measure road risk ratings. AusRAP uses a 'star rating' system, where higher star ratings (maximum 5 stars) signify a safer road. While this is a common method, it is not the only one.

Jurisdiction	Risk rating	Length of NLTN in kilometres (km)	% share	Comments
ACT	3, 4 or 5 stars	19 km	100%	
	1 or 2 stars	0 km	0%	
	Unrated	0 km	0%	
NSW	3, 4 or 5 stars	4,341 km	72%	
	1 or 2 stars	1,601 km	27%	
	Unrated	55 km	1%	
NT	3, 4 or 5 stars	756.5 km	27.8%	
	1 or 2 stars	1,958.9 km	72.1%	
	Unrated	2.6 km	0.1%	
QLD	3, 4 or 5 stars	3,217.7 km		The most recent AusRAP Star Rating assessments of the Queensland NLTN were undertaken in 2014–16 with the Bruce Highway independently assessed in 2019.
	1 or 2 stars	1,732.3 km		
	Unrated	10 km		
SA	3, 4 or 5 stars	1,359 km	44%	
	1 or 2 stars	1,019 km	33%	
	Unrated	723 km	23%	

Jurisdiction	Risk rating	Length of NLTN in kilometres (km)	% share	Comments
TAS	3, 4 or 5 stars	124.6 km	34%	Source of data: AusRAP Star Ratings Report (AusRAP, 2013).
	1 or 2 stars	242 km	66%	
	Unrated	0 km	0%	
VIC	3, 4 or 5 stars	2,224 kms	68%	AusRAP star-rating data is largely based on 2014 data, updated with desktop assessments of routes upgraded under Victoria's 'Top20' program delivered as part of the Safer Roads Infrastructure Program. Re-baselining of Victoria's road star ratings is underway with a more accurate SPI to be made available in mid-2024.
	1 or 2 stars	698 km	21%	
	Unrated	358 km	11%	
WA	3, 4 or 5 stars	4,640 km	85.62%	Figures are based on an old dataset. The dataset will be updated with the recording of new data via the Lidar project at the end of 2023, and updated data will be available for 2024.
	1 or 2 stars	779 km	14.38%	
	Unrated	0 km	0%	

Data source: States and territories have supplied star rating data on their roads.

SPI: Share of signalised intersections with a speed limit <70 km/h

Status of measuring the SPI: Data is available for all jurisdictions

Description: Setting appropriate speed limits is a critical component of road safety, and impact speed has a significant correlation to the risk of serious injury across different crash types.

Jurisdiction	Value %
ACT	79.7%
NSW	97.2%
NT	36.04%*
QLD	98.4%
SA	98.3%
TAS	86.4%*
VIC	63%*
WA	97.9%

Data source: A commercially purchased data set was used (HERE data) which uses the lowest speed of all the intersecting roads at an intersection. However, some states and territories have contributed their own data marked with (*).

SPI: Share of roads in urban areas with a posted speed limit $\geq 50\text{km/h}$ with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'

Status of measuring the SPI: Several definitional and data collection methodology issues exist. A proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Number of road safety program projects that included improvements specifically targeted cyclist safety in 2022–23 and 2021–22.

Description: To reduce fatalities and serious injuries involving vulnerable road users, particularly in higher traffic areas, either travel speeds need to be reduced, or vulnerable road users need to be separated from motor vehicles. This could be achieved by providing, for example, separated cycle ways.

There is insufficient data to measure this indicator in 2023. As a proxy, states and territories have provided the number of projects funded under the Road Safety Program which specifically target cyclist safety.

Jurisdiction	Number of road safety program projects that included improvements specifically targeted to cyclist safety in 2021–22	Number of road safety program projects that included improvements specifically targeted to cyclist safety in 2022–23	Limitations
ACT	10	2	
NSW	15	9	Total 10.8km funded by the Australian Government Road Safety Program.
NT	4	7	
QLD	81 projects cannot be split between financial years.	81 projects cannot be split between financial years.	There are 81 projects delivered over the financial years 2021–22 and 2022–23.
SA	38	26	
TAS	13	0	Note: mixture of urban and rural locations. Projects through Australian Government Road Safety Program only.
VIC	10	14	Projects funded under the Australian Government Road Safety Program.
WA		38% of the primary and secondary routes within the Perth and Peel Long Term Cycle Network are complete.	Alternate proxy used: % of primary and secondary active transport network completed in Perth and Peel.

Data source: States and territories have supplied all data.

SPI: Share of high-pedestrian CBD/town centre areas under Movement and Place, or equivalent approaches, with posted speed limits of ≤ 40 km/h

Status of measuring the SPI: This indicator is unable to be reported for 2023. There are both definitional and data availability and collection issues, and a proxy for 2023 is not available.

SPI: Share of road length on designated motorcycle routes with motorcycle friendly crash barriers

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Report on the total length of motorcycle crash barriers installed by each jurisdiction between 2021–22 and 2022–23.

Description: This measure seeks to identify the increase in crash barriers installed in crash risk areas on routes where there is a known volume of motorcycle traffic. There is no widely agreed definition of 'designated motorcycle routes'. The length of motorcycle crash barriers is also a measure of installation against identified crash risk sites, rather than total length.

Jurisdiction	Length of barriers installed in 2021–22 (km)	Length of barriers installed in 2022–2023 (km)	Limitations
ACT	0.42km installed (7kms treated)	0 km	In 2021–22, 7 km of mid-block were treated with 420 m of motorcycle friendly barriers.
NSW	5.22 km	0.93 km	Based on specific motorcycle routes identified in the NSW Ridetolive communications website.
NT	0 km	0 km	274 m installed in 2020–21. 200 m installed 2018–19.
QLD	Not available	Not available	The most recent (2019) AusRAP assessments of the state-controlled road network identified a total of 38.4 km of roadside as having motorcycle safety barriers.
SA	0 km	4 km	
TAS	Not available	Not available	Combined road length identified as popular motorcycle touring routes: 1,882 km. Under the current Tasmanian Government <i>Towards Zero Action Plan 2020–2024</i> (the Action Plan) there is a program to progressively audit the popular motorcycle touring routes. The program delivers low-cost motorcycle friendly infrastructure treatments. Under the Action Plan, 86.4 km has been audited and a 0.351 km barrier has been installed alongside other infrastructure treatments such as improved signage.
VIC	6.23 km	0.36 km	
WA	Not available	Not available	In consultation with the Motorcycle Council of WA, Main Roads have identified around 1,600 km designated motorcycle routes on the state network and around 1,000 km of designated motorcycle routes on the local roads network.

Data source: States and territories have supplied all data against this measure

SPI: Share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Jurisdiction to advise the process they have in place to make safety-based investment decisions, and advise percentage of their state/territory network with a risk assessment undertaken in the past five years.

Description: A network safety plan is defined in the Action Plan as an assessment of the road safety risk across a road network supplemented by the assessment of benefits against the costs of specific road safety interventions that reduce that risk. The output of a network safety place is an investment plan which can be budgeted for and implemented as funds become available. This concept is common across state and territory governments, noting the terminology might be different. Local government data is not available for 2023, however will be reportable in the 2024 Annual Progress Report.

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
ACT	<p>A key aspect of the ACT's transport vision is for a safe transport network. This will be achieved by implementing the Safe Systems Approach and ensuring Vision Zero is at the heart of our decision-making consistent with the ACT Road Safety Strategy.</p> <p>Compatibility of Safe System with Movement and Place will be implemented on road design projects through the Safe System Assessment Framework. The ACT Government will implement the Safe System Assessment Framework alongside Movement and Place. The Framework measures how well a design minimises risk of severe injury, with a view to creating designs that achieve the Safe System objectives.</p>	100% of arterial network	<p>ACT has risk assessed around 100% of the arterial road network since 2018, using both the internationally adopted <i>International Risk Assessment Program</i> (iRAP) methodology used by AusRAP, as well as by using ANRAM.</p> <p>The use of another tool (NetRisk2) is also being explored to further develop network risk assessments and guide infrastructure planning of the high-risk, high-volume arterial roads in the region.</p>
NSW	<p>NSW has developed a new Towards Zero Safer Roads Program, which forms an annual investment into road safety infrastructure. The program guidelines are based on the use of future network state model, targeting high-risk roads and assessing the existing network against risk criteria to determine what road safety interventions can be used. NSW has risk rated all NSW state roads and regional roads to systematically assess and address the level of risk across the network and ensure high-risk roads are prioritised for safety treatment.</p>	32%	<p>Transport for NSW has risk assessed around 94% of the NSW state road network since 2013, using the internationally adopted <i>International Risk Assessment Program</i> (iRAP) methodology used by AusRAP, which includes around 32% of the NSW state road network being assessed in the past 5 years.</p>

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
NT	<p>Most projects are delivered under programs according to notes of administration. The following principles are followed in decision making:</p> <ul style="list-style-type: none"> • aligning with Safe System principles • delivering proactive treatments with reference to national best practice • designing programs consider the National Road safety Action Plan • considering the safety of vulnerable road users as a priority • addressing high-volume and high-speed roads to maximise road safety benefits • focussing on high-speed rural roads • considering road safety as a part of the scope for all capital and maintenance programs. <p>Eligibility criteria are based on crash history, inherent crash risk in road design, road environment, road user behaviour and project cost.</p> <p>A range of tools are used to assess current road safety risk, star rating and road safety benefits including AusRAP, ANRAM, iRAP, Austroads Stereotypes for cross-sections and Intersections, road safety audits, and Safe System assessments.</p>	92.3% (of the sealed network)	

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
QLD	<p>TMR has used risk assessment methodologies such as ANRAM, AusRAP, the Queensland Risk Assessment Model (QRAM) and the High-Risk Roads methodology to assess the level of risk on the state-controlled road network. These resources contribute to the development of projects for Queensland's <i>Targeted Road Safety Program</i> (TRSP) and other road infrastructure programs.</p> <p>More recently TMR commenced a Network Safety Plan process, the first phase of which is the development of a series of Stereotype Standards for the state-controlled road network. These Stereotype Standards have been used to develop projects for the most recent tranche of the Australian Government <i>Road Safety Program</i> and are currently being transitioned into the second phase, the development of an investment plan for the TRSP.</p>	Not currently available	
SA	<p>The Department for Infrastructure and Transport (DIT) uses ANRAM to assess risk ratings on the high-speed network.</p> <p>In the past five years, ANRAM risk assessments have been undertaken for 80% of Travel Roads in SA, with 25 roads identified with high-risk ratings and roads identified for funding under the <i>Road Safety Stimulus Program</i> and <i>Road Safety Program</i>. Road survey data is being collected and ANRAM data is being updated for the high-speed network.</p>	51%	
TAS	<p>A Network Safety Plan process is being progressed for the state and territory deliverable under the National Road Safety Action Plan.</p>	Data not available	Work is progressing to meet the commitments of the National Road Safety Action Plan

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
VIC	<p>Victoria is currently developing a Network Safety Plan which will provide an evidence-based and robust process for using these tools to make safety-based investment decisions across the Victorian network. The Department of Transport and Planning's Network Safety Planning approach is based on the 'Zero by 2050' strategy adopted by both the Australian and Victorian governments.</p> <p>To date 100% of the network, both mid-block and intersection, have been assessed with at least one of the risk rating tools below:</p> <ul style="list-style-type: none"> • The Network Safety Plan (NSP) is a framework that will determine what the Victorian road network should look like to achieve zero deaths and serious injuries by 2050, considering both future vehicle technology and speed. The NSP is a network-wide approach that will consider how the network is used, building on the Movement and Place framework, to help determine the required network end state from a safety perspective. It will also produce guidance on the safety improvements needed to get to this end state to assist in how Victoria should invest on its road network. As part of the NSP, a network gap analysis has been undertaken for all arterial roads measuring the current state of infrastructure and speed limit setting against proposed network end-states that aim to eliminate fatal and serious road trauma for both mid-blocks and intersections. 	100%	

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
VIC (cont)	<ul style="list-style-type: none"> • AusRAP risk ratings – AusRAP risk ratings have been previously undertaken for Victoria’s regional network as well as some Metropolitan corridors. The last risk rating exercise was in 2014, and it collected roughly 19,000 km of 25,000 km of the arterial network. Victoria is currently undertaking a project to re-collect AusRAP star ratings for its entire arterial network and expects to have these completed by June 2024. • Infrastructure Risk Rating – The Department of Transport and Planning has produced a state-wide Infrastructure Risk Rating (IRR) model and dataset which provides IRR risk scores and categories for every mid-block in Victoria. The IRR methodology, recommended by Austroads, is incorporated in Victoria’s speed management policy and guidelines and can be used to review speed limits on high-risk, high-speed rural roads. • Collective Risk and Intersection Risk – Using 2015 to 2021 crash data, collective risk metrics have been produced for both mid-blocks and intersections for both local and state-owned roads. Victoria’s Collective Risk rating uses the FSI equivalents methodology to predict fatal and serious injury (FSI) based on injury crash occurrence. 		

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
WA	<p>For the state road network there are a number of processes in place to make safety-based investment decisions:</p> <ul style="list-style-type: none"> • All state roads are risk rated via quantitative risk assessment using crash rate and crash density. • The state network is risk rated via AusRAP Star rating. • The top 20% of the highest risk routes are qualitatively assessed with direct measures identified. • Road stereotypes and network wide safety plans have been incorporated within route management plans for the regional network (due for metropolitan network end 2023). • At the project-level, large projects follow a road safety risk assessment against safety targets. <p>Percentage of the state network with a risk assessment undertaken in past five years: 100%.</p> <p>For the local road network there are processes in place to make safety-based investment decisions:</p> <ul style="list-style-type: none"> • Road Safety Management Plans, that include local risk assessment, have been shared, with training provided to all local governments and regional road groups. • The Road Safety Management Plans training included an overview of Infrastructure Risk Rating Tool and its application. • The Western Australia Local Government Association (WALGA) have produced LG-Stars, an easy-to-use general risk assessment tool for local roads. 	100%	

Data source: All data has been sourced from state and territory road and transport agencies.

Safe Vehicles

SPI: Share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year time stamp

Status of measuring the SPI: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of six years from the rating year. A number of pre-2018 ANCAP ratings expired at the end of 2022.

Agreed proxy measure for 2023: ANCAP safety ratings for new cars sold in Australia (passenger cars and SUVs).

Year	ANCAP 5 stars	ANCAP 4 stars	ANCAP ≤3 stars	ANCAP not rated	Total sold
FY 2020–21	688,974	26,575	11,748	36,961	764,258
FY 2021–22	627,346	33,059	9,830	64,232	734,467
FY 2022–23	659,178	40,126	9,889	109,650	818,843

Data source – BITRE (provisional)

Safe Road Use

SPI: Share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs

Status of measuring the SPI: Several definitional and data collection methodology issues exist. Proxy measures have been agreed for reporting in 2023.

Agreed proxy measures for 2023: Enforcement data: The percentage of positive blood alcohol tests compared to tests undertaken, and the percentage of positive drug test compared to tests undertaken.

Description: This SPI seeks to track the proportion of people who are tested for alcohol or drugs and pass, compared to those who do not.

Jurisdiction	Percentage of positive blood/alcohol tests compared to tests undertaken	Percentage of positive drug tests compared to tests undertaken	Limitations
ACT	2.38%	14.15%	ACT Police take an intelligence-led approach to testing, which results in a greater proportion of positive results.
NSW	0.41%	8.58%	
NT	7.78%	16.18%	
QLD	1.03%	19.27%	
SA	0.82%	8.64%	
TAS	Data not available	49.45%	Tasmania does not currently report positive alcohol tests to the Australian Government.
VIC	0.38%	6.34%	
WA	0.34%	14.35%	

Data source: Australian Government held data, as reported from states and territories.

SPI: Share of motor vehicle occupants wearing seat belt

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measures for 2023: Enforcement data – data on vehicle occupants photographed not wearing a seat belt.

Description: This SPI seeks to track the proportion of people who are photographed wearing a seat belt, compared to those who are not. There is wide variation between jurisdictions on what is captured and reported. For example, some jurisdictions can report on the full SPI, some a sample, others use the proxy measure (those photographed not wearing a seat belt), and some not at all. It is expected that data for this measure will improve in 2024 as seat belt cameras are rolled out more broadly.

Jurisdiction	Either compliance rate or number of vehicle occupants wearing seat belts (can be a sample)	Limitations
ACT	Data not available	ACT does not currently have cameras operating to detect seat belt use.
NSW	2023 (n=10,681): 99.2% 2020 (n=9,299): 99.3%	Seat belt compliance based on observational study of drivers/ passengers in light vehicles in NSW.
NT	Data not available	Data not available (no cameras).
QLD	November 2021 to September 2023: Drivers – 99.97% (0.03% not wearing) Passengers – 99.96% (0.04% not wearing); Total – 99.93% (0.07% not wearing)	Compliance rate from cameras for seat belts 2018–22.
SA	Data not available	SA does not currently have cameras operating to detect seat belt use.
TAS	Data not available	Data not available
VIC	Driver seat belt non-compliance rate: 0.32% = (5,015 / 1,571,704)%	For a sample period 31 March to 30 June 2023 inclusive. This 3 month period was the advisory period for the new mobile phone and seat belt detection cameras.
WA	Data not available	WA does not currently have cameras operating to detect seat belt use.

Data source: Australian Government held data, as reported from states and territories.

SPI: Share of vehicles at or below speed limit

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Enforcement data on vehicles photographed over the speed limit.

This SPI seeks to track the proportion of people who are complying with the speed limit, compared to those who are not. There is wide variation between jurisdictions on what is captured and reported. For example, some jurisdictions can report on the full SPI, some a sample, others the proxy measure (those photographed travelling over the speed limit), and some not at all.

Jurisdiction	Either compliance rate or number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)	Limitations
ACT	1 January to 19 November 2023 Mobile speed cameras – infringements issued 0.18% (99.82% compliance).	Data collected from 1 January to 19 November 2023. Fixed camera data not available.
NSW	Percentage of light vehicles exceeding the speed limit in 2009, 2019 and 2020. Posted speed limit during 2009: <ul style="list-style-type: none"> • 40k km/h school zone: 35% • 40km/h: 69% • 50km/h: 66% • 60km/h: 40% • 70km/h: 46% • 80km/h: 39% • 90km/h: 39% • 100km/h: 43% • 110km/h: 50% 	This NSW data is publicly available. Updated data will be provided in next report.

Either compliance rate or number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)		
Jurisdiction		Limitations
	Posted speed limit during 2019: <ul style="list-style-type: none"> • 40k km/h school zone: 26% • 40km/h: 63% • 50km/h: 50% • 60km/h: 29% • 70km/h: 28% • 80km/h: 21% • 90km/h: 38% • 100km/h: 38% • 110km/h: 44% 	
NSW (cont)	Posted speed limit during 2020: <ul style="list-style-type: none"> • 40k km/h school zone: 32% • 40km/h: 68% • 50km/h: 55% • 60km/h: 27% • 70km/h: 33% • 80km/h: 23% • 90km/h: 39% • 100km/h: 40% • 110km/h: 57% 	
NT	Data not available	Data not available.

Either compliance rate or number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)		
Jurisdiction		Limitations
QLD	Proportion of vehicles passing cameras not given an infringement: <ul style="list-style-type: none"> • Overt mobile speed cameras: 99.46% • Covert mobile speed cameras: 99.50% • Fixed cameras: 99.95% • Cine reflect lighting system (CRLS) cameras: 99.92% • Peer to peer (P2P) cameras: 99.86% • Trailer speed cameras: 99.96% (does not include regional deployments) • Entire Camera Detected Offence Program (CDOP): 99.84% 	Compliance rate from cameras for speeding 2018–22.
SA	Fiscal year (FY) 2018–19 – 0.88% of vehicles through mobile speed cameras were issued expiations (10,072,478 vehicles, 83,567 General Enforcement Notices [GENs] issued) FY 2019–20 – 0.79% of vehicles through mobile speed cameras were issued expiations (11,635,301 vehicles, 92,284 GENs issued) FY 2020–21 – 0.91% of vehicles through mobile speed cameras were issued expiations (13,248,981 vehicles, 120,959 GENs issued) FY 2021–22 – 0.94% of vehicles through mobile speed cameras were issued expiations (11,764,741 vehicles, 110,908 GENs issued) FY 2022–23 – 0.77% of vehicles through mobile speed cameras were issued expiations (13,027,369 vehicles, 100,274 GENs issued)	

Either compliance rate or number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)		
Jurisdiction		Limitations
TAS	Data not available	Data not available.
VIC	Fixed road safety cameras = 99.95% compliance for January to March 2023 Mobile road safety cameras = 99.20% compliance for January to March 2023	Compliance rates for fixed and mobile cameras are published here: Driver compliance rates vic.gov.au (www.vic.gov.au) .
WA	2022 SPI share of vehicles at or below the speed limit – 70.6% 2023 SPI share of vehicles at or below the speed limit – 71.0% 2023 SPI increased share of vehicles at or below the speed limit (2022 to 2023) – 0.4 percentage points	In order to capture overall WA performance, this SPI uses both metropolitan and regional speed surveys. These surveys alternate every year. Surveys are not completed until around February the year after the survey data was collected (also the year of the survey report). Therefore, each annual SPI will use data from the previous year's report and the report 2 years previously.

Data source: As reported from states and territories.

SPI: Share of drivers and riders observed/photographed not using a mobile phone or device

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Enforcement data – data on vehicle occupants using a mobile phone or device.

Description: This SPI seeks to track the proportion of people who are complying with legislation around mobile phone use while driving. There has been a rapid roll-out of mobile phone detection technology over the past two years, however there is wide variation between jurisdictions on what is captured and reported and the technology is not yet operational in all jurisdictions.

Jurisdiction	Either compliance rate or number of drivers checked for mobile phone use and number of drivers recorded using a mobile phone (can be a sample)	Limitations
ACT	0.41% (using a mobile device) from 1 March to 31 October 2023.	Data obtained from three transportable and one fixed (two-lane) cameras. Warnings or infringements were not issued during this period from data collected from these cameras.
NSW	During FY2022–23, 135 million vehicle checks were performed by mobile phone detection cameras and 208,600 fines were issued for camera-detected mobile phone offences, an infringement rate of 0.15% and a reduction from 0.19% in 2021–22.	
NT	Data not available.	Data not available (no cameras).
QLD	99.86% (0.14% using a phone).	Compliance rate from cameras for mobile phone use 2021– 23.
SA	Data not available.	SA does not currently have cameras operating to detect mobile phone use.
TAS	Data not available.	Data not available.
VIC	0.30% = (4676 / 1571704) – (% portable device non-compliance rate)	The 3-month period 31 March to 30 June 2023 was the advisory period for the new mobile phone and seat belt detection cameras.
WA	Data not available.	WA does not currently have cameras operating to detect mobile phone use.

Data source: Australian Government held data, as reported from states and territories.

Demonstrating zero targets: 'Vision Zero'

The 2018 Inquiry into the *National Road Safety Strategy 2011–20* (the Inquiry) recommended that, as part of the commitment to eliminating road deaths and serious injuries by 2050, shorter-term interim Vision Zero goals be established as significant public signposts of progress. The 2030 interim targets below have been adopted based on the Inquiry's recommendations, noting work is progressing to produce a full measurement of two of the performance measures. An online interactive dashboard is also being developed to improve public reporting on these metrics.

Measure: Zero deaths of children seven years old and under

Status: Data is available for this measure – noting it is a 'lag' indicator.

Description. Data shows the national number of road deaths of children aged zero to seven years old across jurisdictions.

Year	Number of road deaths: 0–7 years
2013	30
2014	36
2015	19
2016	24
2017	22
2018	14
2019	19
2020	17
2021	21

Data source: Data reported from states and territories to the Australian Government.

Zero deaths on all national highways and on high-speed roads covering 80% of travel across the network.

Status of measuring the SPI: This is a 'lag' indicator. Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Enforcement data – Road deaths on National Land Transport Network (NLTN) roads with speed limits $\geq 80\text{km/h}$.

Description: The proxy for 2023 shows national road deaths on NLTN $\geq 80\text{km/h}$. This data is provisional, and there is ongoing work with all the jurisdictions to validate data. As such, numbers may be subject to minor change.

Year	NLTN road deaths $\geq 80\text{km/h}$
2013	162
2014	151
2015	165
2016	176
2017	157
2018	155
2019	180
2020	135
2021	135

Data source: Australian Government has mapped road deaths data to the NLTN network ($\geq 80\text{km/h}$).

Zero deaths in city CBD areas

Status of measuring the SPI: This is a 'lag' indicator. Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: City central business district (CBD) areas are for the five major capital cities only. Each jurisdiction has provided relevant CBD map data to measure this indicator.

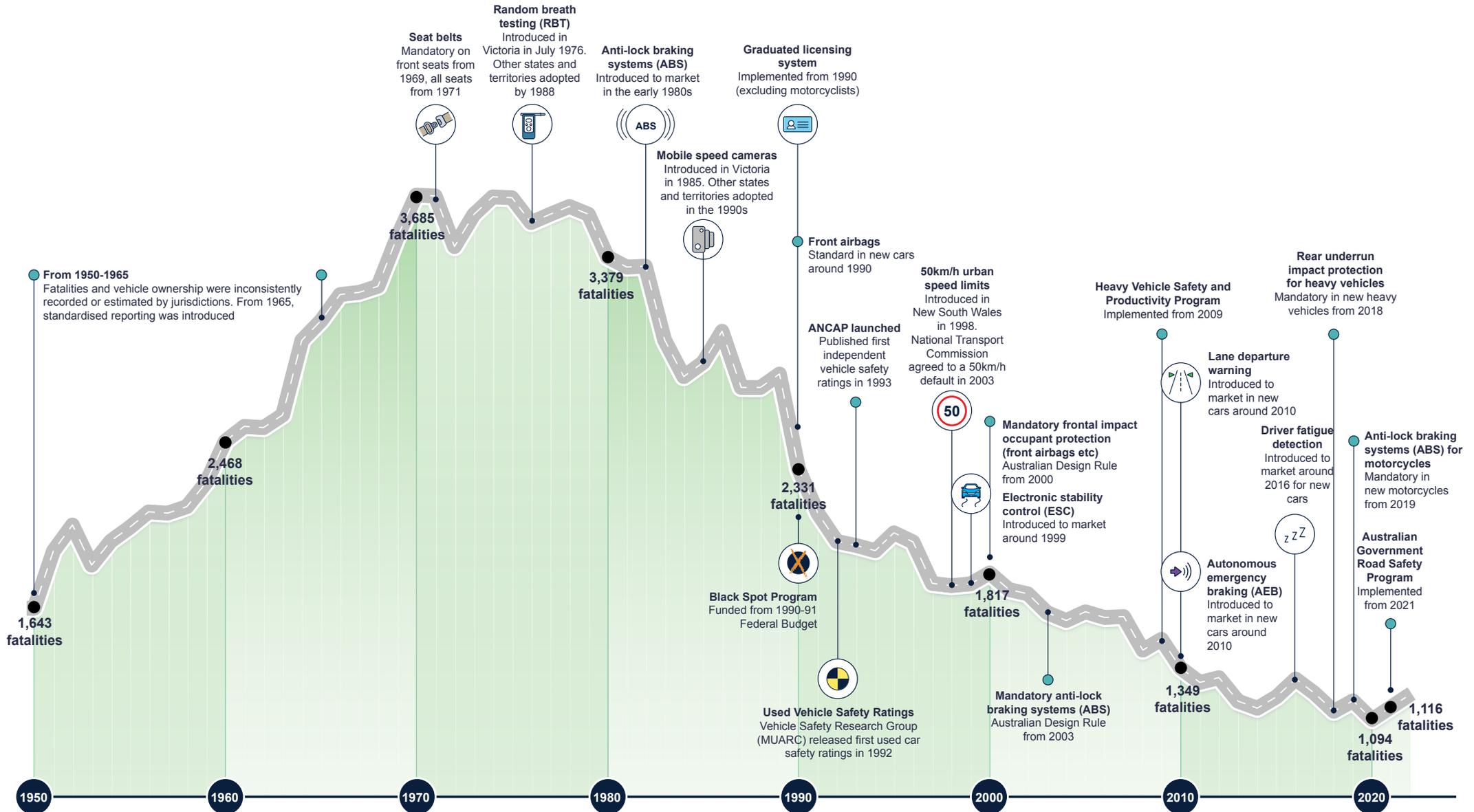
Description: Jurisdictions have defined 'CBD' areas for their respective capital city CBDs. Additional work will be undertaken to define CBD areas for areas outside of capital cities. The capital city CBD areas will be published on the National Road Safety Data Hub website in 2024.

Year	Deaths CBD areas
2018	5 (average)
2019	6 (average)
2020	6 (average)
2021	2

Data source: Capital city CBD maps provided by jurisdictions. Road deaths data provided by the Australian Government (from state and territory data sets).

Annual Fatalities

Between 1970 and 2021, annual road deaths fell from 3,685 to 1,116. Vehicle fitments, education, safety infrastructure and laws contributed to reducing fatalities on Australian roads.





Orientos Stn	85
Innaminka	212
Dig Tree	189
Cameron Corner	109

