



National  
Road Safety  
Strategy

# National Road Safety Strategy 2011-2020 Implementation status report

2020

## Purpose of report

The National Road Safety Strategy 2011–2020 (NRSS) was approved and released by the former Australian Transport Council on 20 May 2011 and is now overseen by Infrastructure and Transport Ministers from all jurisdictions, together with the Australian Local Government Association (ALGA) representing the local government sector. The NRSS represents the commitment of federal, state and territory governments to an agreed set of national road safety goals, objectives and actions. It has the specific target of reducing Australia's annual numbers of people killed and seriously injured in road crashes by at least 30 per cent by 2020, relative to a baseline of the annual average 2008-2010.

The National Road Safety Action Plan 2018-2020 (Action Plan) was developed cooperatively by Austroads and Australian Government, state and territory transport agencies, and was endorsed by the then Transport and Infrastructure Council in May 2018.

The Action Plan prioritised the most important trauma reduction actions to be taken by governments for the final three years of the NRSS.

This report provides:

1. an assessment of overall progress over the duration of the Action Plan, including progress to the end of 2020 towards the high-level Directions laid out in the NRSS, for each of the four cornerstone areas: Safe Roads, Safe Speeds, Safe Vehicles and Safe People;
2. a report on implementation of the nine Priority Actions and twelve Other Critical Actions detailed in the Action Plan, including simple 'traffic light' indicators of progress made.

## Implementation responsibilities and coordination arrangements

Given Australia's federal system of government, primary responsibilities for implementing the NRSS are distributed across nine jurisdictions and align with the established roles of each area of government:

- The Australian Government has responsibility for allocating agreed infrastructure resources to the national highway and local road networks, and for regulating safety standards for new vehicles.
- State and territory governments have primary responsibility for funding, planning, designing and operating the road network, managing vehicle registration and driver licensing systems, and enforcing road user behaviour.

Transport agencies in each jurisdiction take the lead role in implementing and facilitating the actions set out in the NRSS and Action Plan. There are a number of other key bodies that provide support in relevant areas, including Austroads, the National Transport Commission (NTC), the Australia New Zealand Policing Advisory Agency (ANZPAA) and the National Heavy Vehicle Regulator (NHVR).

National coordination arrangements for the NRSS are managed by the Infrastructure and Transport Senior Officials Committee, though two cross-jurisdictional committees:

- The Cross-Jurisdictional Working Group, comprised of senior road safety officials from Australian Government, state and territory transport agencies, ALGA, Austroads, NTC, and ANZPAA.
- The Strategic Vehicle Safety and Environment Group (SVSEG), comprised of representatives from Australian Government, state, territory and New Zealand transport agencies, NTC, NHVR, and from automotive industry and road user bodies.

Complementing and expanding on their commitment to the NRSS, individual state and territory governments maintain their own comprehensive road safety strategies.

The Austroads road safety program relates to each of the four cornerstones of the NRSS: safe roads and roadsides, safe vehicles, safe speeds and safe road users. The program was designed to support delivery of the NRSS.

The annual safety performance indicators are produced by the Bureau of Infrastructure and Transport Research Economics (BITRE) to monitor performance of the NRSS. The Australian Government and the states and territories agreed to targets to reduce the number of deaths and serious injuries from road crashes by at least 30 per cent by 2020. The safety performance indicators are published at [www.roadsafety.gov.au/performance/measure](http://www.roadsafety.gov.au/performance/measure).

The Australian Government shares responsibility for improving road safety with multiple agencies across all levels of government. The Australian Government completed a Review of National Road Safety Governance in cooperation with all levels of government, in response to a recommendation of the Inquiry into the NRSS. The Review examined whether Australia has the appropriate governance arrangements in place to deliver commitments made by governments to mainstream road safety in line with the Safe System approach.

The Office of Road Safety was established on 1 July 2019 in response to a recommendation of the Inquiry into the NRSS and consistent with a key finding of the Review of National Road Safety Governance, which was endorsed by the then Transport and Infrastructure Council in August 2019. The Office of Road Safety has a national coordination role, working to strengthen connections with the road safety community and improve coordination efforts across governments.

## Overview

### Progress towards the high level directions of the NRSS

There has been a considerable amount of activity completed relating to the majority of the high-level directions in the NRSS. In most cases, strong overall progress has been made by the end of the decade. Some of the identified directions have proven difficult to influence directly – in particular a reduction in the average fleet age in Australia – and may require further investigation and targeted efforts in future.

### Action Plan implementation

The Action Plan contains nine Priority Actions and 12 Other Critical Actions that all jurisdictions have committed to complete, to assist in meeting the NRSS targets for road trauma reduction.

The detailed status report identifies the main jurisdictional responsibilities for each action item and provides a summary of progress to date. 'Traffic light' colour-coded markers are used to indicate whether actions have progressed satisfactorily. This report is a summary of the situation across all jurisdictions: the mix of measures adopted in individual jurisdictions, and the details of specific measures, may vary to reflect local circumstances and priorities.

### Implementation status – key points

#### *General points*

- In the "traffic light" reporting, five of the nine priority actions have been shaded green, and the remainder yellow, indicating that they are commenced and progressing. Of the Other Critical Actions, seven have been shaded green and five yellow.

#### *Priority actions*

- All states and territories use risk rating tools to identify high risk regional roads and to prioritise treatment, and all are implementing infrastructure treatment programs targeting high-risk regional roads as well as high risk urban intersections (Actions 2 and 3).
- All states and territories have implemented 40 km/h speed limits in areas with high pedestrian and cycle use and some states have introduced some 30 km/h or lower speed limits.
- The Commonwealth is progressing the priority action to increase the deployment of Autonomous Emergency Braking (AEB) for both heavy and light vehicles. A Regulation Impact Statement (RIS) mandating AEB for light vehicles was released in October 2020 and a RIS for mandating AEB in heavy vehicles was released in August 2019, with further stakeholder consultation nearing completion.
- Enforcement measures to address speeding have been strengthened with additional point-to-point (average speed) cameras and mobile speed cameras; and numbers of roadside drug tests increased to address drug driving (Actions 5 and 7).
- The NTC is progressing the Heavy Vehicle National Law (HVNL) Review and is developing fatigue management policy options.
- The Australian Government and some state government agencies have introduced government fleet policies requiring ANCAP 5-star rated vehicles, with some also requiring specific safety features.

#### *Other critical actions*

- Some states have introduced requirements for all their infrastructure investment to comply with Safe System principles, and the new National Partnership Agreement on Land Transport Infrastructure Projects has established road safety as a key objective of co-funded investment. Further, at the Transport and Infrastructure Council meeting in August 2019, Ministers agreed that all investments in road infrastructure planning, design and construction will require the application of Safe System principles.

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- All state and territory governments, including police, worked together to develop a *National Road Safety Speed Enforcement Approach*, which was published in January 2020. States and territories continue to deliver programs targeting unsafe road user behaviours known to cause road trauma, such as speeding, while also reviewing speed limits and speed cameras.
- Road agencies and police are strengthening efforts to reduce distraction from mobile device use, with some jurisdictions increasing demerit points for illegal mobile phone use while driving and trialling camera detection of mobile phone use. Queensland led a national project to identify a range of solutions to address driver distraction, which has now been endorsed on the Infrastructure and Transport Ministers' program of work; and the NTC is developing proposed amendments to the Australian Road Rules to better regulate the safe use of technology while driving.
- All states and territories have mandatory alcohol interlock programs in place for repeat and high level drink driving offences, and some are strengthening or reviewing these. In April 2018, Victoria extended its alcohol interlock program to apply to all drink driving offenders.
- Most states and territories are taking steps to strengthen graduated licensing systems (GLS) for novice drivers to better align with the Australian GLS policy framework. Some have implemented motorcycle GLS and are considering options to strengthen the novice motorcycle licensing pathway.
- The Motorcycle Clothing Assessment Program (MotoCAP) was established in 2018, to provide motorcyclists with independent information about the injury protection performance of motorcycle clothing.
- Good progress has been made towards the establishment of a national serious injury data series. Following completion of the first stage with the report published in March 2019, the second stage of this project is underway and is linking police crash data and hospital data for all jurisdictions.
- An Austroads report *National View of Regional and Remote Road Safety* made a series of recommendations for action to reduce fatalities and serious injuries on regional and remote roads. Some states and territories have targeted programs in these areas.

## Abbreviations and other terms

ABS	Antilock braking systems
ADR	Australian Design Rule
AEB	Autonomous Emergency Braking
ANCAP	Australasian New Car Assessment Program
ANPR	Automatic Number Plate Recognition
ANRAM	Australian National Risk Assessment Model
ANZPAA	Australia New Zealand Policing Advisory Agency
ATAP	Australian Transport Assessment and Planning
AusRAP	Australian Road Assessment Program
Austrroads	Association of Australian and New Zealand road transport agencies
BITRE	Bureau of Infrastructure and Transport Research Economics
CASR	Centre for Automotive Safety Research
CLOCS	Construction Logistics and Community Safety program
CRASH	Consumer Rating and Assessment of Safety Helmets
ESC	Electronic Stability Control
FSI	Fatal and serious injury
GLS	Graduated Licensing Systems
HVNL	Heavy Vehicle National Law
iRAP	International Road Assessment Program
MotoCAP	Motorcycle Clothing Assessment Program
NDDWG	National Drug Driving Working Group
NHVAS	National Heavy Vehicle Accreditation Scheme
NHVR	National Heavy Vehicle Regulator
NRSP	National Road Safety Partnership Program
NRSS	National Road Safety Strategy 2011–2020
NTC	National Transport Commission
RIS	Regulation Impact Statement
SSA	Safe System Assessment
SVSEG	Strategic Vehicle Safety and Environment Group
TET	Township Entry Treatments
UCSR	Used Car Safety Ratings
WTP	Willingness-to-pay

## Progress towards NRSS Directions

The following tables detail progress made towards the high-level Directions outlined in the NRSS in relation to Safe Roads, Safe Speeds, Safe Vehicles and Safe People.

### Safe Roads



Direction	Progress
Adoption of improved standards for road design, construction and operation to reflect Safe System principles. <sup>1</sup>	<ul style="list-style-type: none"> <li>■ All states and territories have taken steps to develop and adopt improved standards to reflect Safe System principles.</li> <li>■ Some states have developed design standards or stereotype cross sections for all high speed undivided rural roads with a threshold level of traffic, enabling road designers, network planners and asset managers to evaluate a road's safety performance proactively before a crash happens.</li> <li>■ Victoria has updated several road design guidelines and standards to ensure road infrastructure aligns with Safe System principles and to guide practitioners on how to incorporate these principles.</li> <li>■ Since August 2018, Queensland has required all projects in all investment programs to implement a number of default safety treatments, and follow a "Safe System Project Management Checklist" throughout all phases of the project to ensure compliance with Safe System principles.</li> <li>■ Western Australia (WA) has introduced a policy on Safe System intersection design and has established a Road Safety Management System aligned with ISO 390001:2012 to ensure all road projects adequately consider road safety.</li> <li>■ The Austroads Road Design Task Force is revising the <i>Guide to Road Design</i> to incorporate recent road safety research. A user guide: Network Design for Road Safety (Stereotypes for Cross Sections and Intersections) was developed, which will assist with delivery of Priority Action 2 and Critical Actions A &amp; B of the Action Plan.</li> </ul>
All new roads and upgrades of existing roads will be designed, built and operated in accordance with Safe System principles.	<ul style="list-style-type: none"> <li>■ As agreed by the Transport and Infrastructure Council in August 2019, all investments in road infrastructure planning, design and construction require the implementation of Safe System principles and the inclusion of safety treatments that align with these principles.</li> <li>■ The National Partnership Agreement on Land Transport Infrastructure Projects states that the Australian Government and states' combined investments aim to provide a land transport network that is safer and more secure for users, by having regard for Safe System principles and treatments for road infrastructure investment proposals.</li> <li>■ The Australian Government has recently established a \$2 billion road safety program, providing for the fast roll out of road safety treatments on rural and regional roads and greater protection for vulnerable road users in urban areas. The provision of data to enable assessment of safety benefits is a requirement of funding under the new program.</li> <li>■ The Australian Government is also funding a new national Road Safety Data Hub which will enable transparent reporting and monitoring of road safety outcomes for co-funded investments under the National Partnership Agreement on Land Transport Infrastructure Projects.</li> <li>■ Several states conduct Safe System Assessments (SSA) to maximise safety outcomes. SA has developed a SSA Guideline and requires full assessments for all projects over \$5 million. For projects between \$2 million and \$5 million a SSA is desirable and may be a Full SSA or Quick SSA. For projects under \$2m a SSA is optional and a Quick SSA may be sufficient.</li> </ul>

<sup>1</sup> Safe System principles: a road safety approach which holds that people will continue to make mistakes and that roads, vehicles and speeds should be designed to reduce the risk of crashes and to protect people in the event of a crash.

Direction	Progress
	<ul style="list-style-type: none"> <li>■ Victoria has developed a SSA Guideline and SSA Register; and all projects above \$5 million require an independently conducted SSA. Queensland requires SSAs for all road infrastructure projects on state-controlled roads.</li> <li>■ Road authorities are also working to ensure Safe System principles are implemented within their investment programs by mandating safety treatments (Queensland) and involving road safety officers in reviews of most new project designs (SA and Queensland).</li> <li>■ Tasmania facilitates the delivery of Safe System aligned infrastructure through capacity building training sessions for state and local government planners, engineers and policy makers. Queensland also provides Safe System capacity building training sessions for state government planners, engineers and designers.</li> <li>■ The Australian Capital Territory (ACT) is providing a safer environment for vulnerable road users with an active travel infrastructure investment program, including improvements to the cycle network, school crossing supervisors and Active Streets for Schools programs to encourage walking or riding to school.</li> <li>■ New South Wales (NSW) is establishing minimum safety features for both mid-block cross sections and intersections on rural and urban roads, based on the key types of crashes resulting in fatal or serious injuries. These are considered at the strategic or concept stage of any road upgrade planning and must be installed where practicable. Projects delivered under the NSW Safer Roads Program demonstrate the Safe System aligned application of these safety features.</li> </ul>
<p>A substantial reduction in serious casualties due to run-off-road, head-on and intersection crashes</p>	<ul style="list-style-type: none"> <li>■ Austroads has produced a <i>Network Design Guideline</i> (AP-R619-20) which includes a simple process for assessing the level of risk and forecast number of casualty crashes, and can be used by all road authorities. This world-leading simple approach is based on the most advanced knowledge of safety metrics using the Australian National Risk Assessment Model (ANRAM) and the international Road Assessment Program (iRAP) in the Australian context.</li> <li>■ All states and territories have implemented road treatments to target these crash types; including audible tactile line markings and wide centre-lines, wider sealed shoulders, roadside safety barriers, additional overtaking lanes, roadside hazard treatments, and junction treatments.</li> <li>■ Much of this work has been done through specific programs with dedicated funding for certain crash types or interventions, including the NSW Safer Roads Program and Victoria's Safe System Road Infrastructure Program. In WA, funding from the Road Trauma Trust Account has contributed to a run-off-road crash program, which has treated over 1,500km with audible edge lines and sealed shoulders. WA has also introduced a low cost Urban Intersection Crash Program to expedite intersection improvements on an area basis across some 51,000 metropolitan intersections.</li> <li>■ Since 2017, Victoria has invested \$658 million to prevent run-off-road and head-on crashes on some of the state's high-risk, high-speed regional and metropolitan roads, by installing over 3,700km of flexible safety barriers and over 11,000km of audible tactile line markings (rumble strips).</li> <li>■ Under the NSW Safer Roads Program, \$46 million has been allocated to install audible tactile line marking on a mass action program. Of this total, \$23 million was provided by the Australian Government as a stimulus component to supplement the investment from the NSW Safer Roads Program.</li> <li>■ NSW has prioritised infrastructure safety improvements to address run-off-road and head-on crashes on high-speed rural roads, and intersection and pedestrian crash risk in urban areas. Treatments delivered through the NSW Safer Roads Program include: <ul style="list-style-type: none"> <li>- targeted infrastructure safety investment for high-risk curves, installation of safety barriers, wide center-line treatment and audible tactile line markings.</li> </ul> </li> </ul>

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Direction	Progress
	<ul style="list-style-type: none"> <li>- infrastructure safety upgrades for vulnerable road users and at high-risk intersections, to address serious injury crashes in urban areas.</li> <li>■ Queensland's High Risk Road approach to reducing road trauma recognises that some factors contributing to high levels of risk are systemic or route-based. It is a holistic method, applying multiple treatment types such as wide centerline, roadside hazard clearing and safety barriers along a length of road.</li> <li>■ Nationally, all of these crash types have been reduced relative to the NRSS baseline: single vehicle crashes (the majority of which are run-off-road) by 14.7 per cent, head-on crashes by 24.1 per cent, and intersection crashes by 15.6 per cent.</li> </ul>
<p>All levels of government to:</p> <ul style="list-style-type: none"> <li>- have assessed risk on their road network and re-focused road investment programs to treat higher-risk sections of the road network (road segments, traffic routes and defined areas) in addition to more targeted black spot programs.</li> </ul>	<ul style="list-style-type: none"> <li>■ Most states and territories are using tools such as ANRAM and the Australian Road Assessment Program (AusRAP) or iRAP star ratings to assess and map risk on their road networks and to prioritise funds for road safety investment.</li> <li>■ The Austroads <i>Network Design Guideline</i> (AP-R619-20) now provides advanced evidence-based predictive crash information for easy use by all road authorities (including local government).</li> </ul>
<p>All levels of government to:</p> <ul style="list-style-type: none"> <li>- have adopted and applied the willingness-to-pay (WTP) methodology to value reductions in fatalities and injuries.</li> </ul>	<ul style="list-style-type: none"> <li>■ Both WTP values (\$7.5m value of statistical life) and hybrid human capital values (\$2.5m cost of a fatal crash) are published in the Australian Transport Assessment and Planning (ATAP) Guidelines.</li> <li>■ Most states and territories use WTP values to assess road safety projects, although hybrid human capital values are still used in some cases.</li> <li>■ The ATAP Steering Committee and Austroads are undertaking a study to establish agreed national WTP values for reduced crash risk, along with travel time and reliability for private car drivers and passengers. The research will produce up-to-date, soundly based parameters to update the ATAP Guidelines for use in cost-benefit analyses of road initiatives.</li> </ul>
<p>All levels of government to:</p> <ul style="list-style-type: none"> <li>- be assessing the benefits and costs of safety treatments using a whole-of-life assessment.</li> </ul>	<ul style="list-style-type: none"> <li>■ Most states and territories use a whole-of-life assessment when evaluating the costs and benefits of road safety treatments.</li> <li>■ The ATAP Steering Committee comprises expert representatives from each Australian jurisdiction, Austroads, Infrastructure Australia and the New Zealand Government and is in the process of updating its advice on the use of whole-of-life asset costs associated with the maintenance and replacement costs of safety treatments over a 30-year period rather than the shorter period used in road safety economic assessments.</li> </ul>
<p>All levels of government to:</p> <ul style="list-style-type: none"> <li>- have accepted accountability and responsibility for the road safety performance of their networks in accordance with Safe System principles.</li> </ul>	<ul style="list-style-type: none"> <li>■ All states and territories have accepted accountability for the road safety performance of their networks, and work is underway to integrate Safe System principles into planning for all infrastructure investment.</li> <li>■ Road authorities are continuing their efforts to increase understanding and acceptance of this accountability throughout their organisations and with local government; for example by improving support tools and providing training and support to assist practitioners.</li> <li>■ A Safe System review of 114 serious crashes on ACT roads from 2007 to 2016 was completed in 2019. The review was used to inform the 2020-2025 ACT Road Safety Strategy and 2020-2023 ACT Road Safety Action Plan, both released in August 2020. The primary Safe System gaps identified in the assessment include inexperienced motorcycle riders, non-frangible roadside hazards, younger male and older drivers, undivided high-speed roads and exceeding Safe System speed for vulnerable road users.</li> <li>■ Main Roads WA's Road Safety Management System sets trauma reduction targets for all new and upgraded road infrastructure projects.</li> </ul>







## Safe Speeds

Direction	Progress
<p>Speed limits that reflect a better balance between safety and mobility objectives.</p>	<ul style="list-style-type: none"> <li>■ All states and territories have continued to implement safer speeds in rural and urban environments, particularly on roads with a high crash risk.</li> <li>■ NSW has expanded the number of 40 km/h zones in areas of high pedestrian activity, and has introduced some zones of 30 km/h or lower in places with high levels of pedestrian and/or cycling activity.</li> <li>■ The ACT has expanded several 40 km/h speed limit precincts in areas of high pedestrian activity. Queensland has introduced reduced speed limits of 40 km/h or 30 km/h, with a unique speed limit sign to assist with familiarity and compliance.</li> <li>■ Queensland has also introduced Township Entry Treatments (TET), involving the installation of signage and pavement marking at the entry point to a town, where the speed limit transitions from a high-speed rural environment to a lower speed environment on entering a town. TETs have been used extensively in other countries, including New Zealand and the United Kingdom, and have been found to be effective in reducing both vehicle speeds and the number and severity of road crashes. An Austroads evaluation of more than 100 treated sites in New Zealand estimated an average reduction in crash rates of 26%.</li> <li>■ NSW is developing a new Speed Zoning Policy and updating its Speed Zoning Guidelines. The policy and guidelines will contribute to speed limits supporting safety, economic productivity and liveability outcomes.</li> <li>■ Several states are working to assess their speed limits consistent with Safe System principles and to understand community sentiment and balance the needs of local communities and other road users:               <ul style="list-style-type: none"> <li>- SA noted challenges in regional areas where residents are concerned about travel time, necessitating additional consideration of infrastructure treatments to ensure speeds are appropriate for the roads and road environment.</li> <li>- WA has been working in partnership with local government to review speed limits and notes increasing interest in reduced limits, particularly 40 km/h in residential and mixed-use areas.</li> </ul> </li> </ul>

## Case Study - Safe Active Streets in Western Australia

Safe active streets are cycle routes on quiet local streets, where lower vehicle speeds and volumes help to create a safer on-street environment shared between people in cars and on bikes. Currently being trialled across various locations in WA, key elements of safe active streets include:

- 30 km/h speed limits, complemented by one-way slow points and other traffic calming treatments aimed at reducing vehicle speeds and traffic volumes;
- Red asphalt pavement treatments with safe active street pavement markings;
- Reversal of stop or give way controls along a route to provide priority to people riding (where possible);
- Various improvements to crossing facilities to increase safety and highlight the presence of cyclists; and
- Landscape enhancements to provide shade and improve the overall amenity of the street.



Safe active streets provide a much more pleasant on-road riding environment for cyclists of all ages and abilities and, importantly, facilitate safer and more convenient journeys by bicycle between the places where people live, work and play. Safe active streets are becoming a popular alternative for local routes that connect residents, schools and community hubs, as well as higher order cycling facilities.

### Shakespeare Street, Mount Hawthorn

WA's first completed safe active streets route runs along Shakespeare Street and Scott Street in Mount Hawthorn. Connecting schools, parks and an activity centre to higher order cycling facilities, the 3km route has been well received by the local community, as well as people riding through the area on their way to Mount Hawthorn, Leederville and onwards towards the Perth central business district.

The project evaluation has shown a reduction in vehicle speeds and traffic volumes, and an increase in the number of people riding and walking. The number of people riding on the road (rather than the footpath) has also increased, indicating improved amenity for pedestrians.

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**Direction****Progress**

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Network-wide alignment of speed limits with the inherent risk and function of the road and roadside environment.

- Most states and territories continue to review speed limits to ensure they are appropriate for the road design and use, in consultation with local governments, the community and police, working towards better alignment of speed limits with both risk and function of the road and roadside environment.
  - NSW is expanding the rollout of new 40 km/h limits in high pedestrian activity areas including around bus interchanges, train stations and shopping districts. Increased funding has been provided under the Speed Management Program and NSW Safer Roads Program, to make urban communities more livable and safe.
  - Main Roads WA has reviewed its guidelines for speed zoning, seeking to provide guidance on speed limits within a Movement and Place framework to ensure the safe and efficient operation of the road networks.
  - Queensland has updated its speed limit review process to include a Road Risk Metric based on objective analysis of crashes and the road and roadside environment, enabling lower speed limits, based on the risk level, than is typical based on the road function. Training in undertaking speed limit reviews has been delivered to state government regional engineers, local government engineers and engineering consultants.
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## Safe Vehicles

Direction	Progress
<p>A regulatory system ensuring that proven safety design features and technologies are mandated in new Australian vehicles as quickly as possible.</p>	<ul style="list-style-type: none"> <li>■ The Commonwealth has continued to work with the states and territories to pursue a strong and progressive program of vehicle safety regulation.</li> <li>■ The Commonwealth continued to harmonise standards and remove redundant requirements to streamline the regulatory system. In May 2017, a major revision of an international agreement on standards development was adopted, paving the way for vehicle certification on an international basis.</li> <li>■ Transport for NSW and the Victorian Department of Transport continue to advocate for greater harmonisation between the introduction of UN Regulations and the Australian Design Rules.</li> </ul>
<p>A greater penetration of five-star Australasian New Car Assessment Program (ANCAP) rated vehicles in the general fleet, with ANCAP star ratings available for all new vehicles.</p>	<ul style="list-style-type: none"> <li>■ All states and territories continue to promote increased uptake of five-star rated vehicles in a range of ways, through fleet vehicle policies, education campaigns and through direct support for ANCAP.</li> <li>■ ANCAP reports safety ratings were available for 95 per cent of new light vehicles sold in 2020.</li> <li>■ The NSW Government has adopted a policy of only procuring five-star ANCAP rated vehicles for its vehicle fleet, and is working with private fleet operators to encourage similar policies, which should increase the penetration of five-star vehicles in the general fleet.</li> <li>■ The Approved Vehicle List for the Victorian Government fleet removes vehicles that do not meet the standard of an ANCAP five-star rating plus additional safety features.</li> <li>■ The Whole of Australian Government Vehicle Leasing and Fleet Management arrangement Fleet Vehicle Selection Policy requires entities to select vehicles with a five-star ANCAP safety rating.</li> </ul>
<p>A reduction in the average fleet age in Australia.</p>	<ul style="list-style-type: none"> <li>■ The national average fleet age in 2020 was 10.4 years, slightly higher than the average in the baseline period of 10.0 years (2008 to 2010).</li> <li>■ No specific action has been undertaken aimed at reducing fleet age, beyond the promotion of safer vehicles. Several states and territories support and promote the Used Car Safety Ratings (UCSR), assisting people to choose safer second-hand cars.</li> </ul>
<p>Enhanced safety commitment from the commercial sector, including a demand for fleets to be equipped with key safety features such as five-star ANCAP rated vehicles, ESC, side curtain airbags, alcohol and seatbelt interlocks, and Intelligent Speed Adaptation.</p>	<ul style="list-style-type: none"> <li>■ States and territories continue to work directly with major fleet providers and vehicle manufacturers to promote the uptake of safer vehicles and improve minimum safety standards on base models. The heavy vehicle industry has released a number of codes and advisories promoting the fitting and use of safety features.</li> </ul>
<p>A substantial increase in the proportion of heavy vehicles with advanced braking systems and other safety technologies.</p>	<ul style="list-style-type: none"> <li>■ Antilock Brake Systems (ABS) are now mandatory for new heavy trucks and buses, and ABS and Roll Stability Control for new heavy trailers.</li> <li>■ A new Australian Design Rule for Commercial Vehicle Braking, which includes requirements for Electronic Stability Control on heavy vehicles, came into effect from November 2020.</li> <li>■ The Commonwealth released a RIS for consultation on AEB for heavy vehicles in August 2019 and is now completing stakeholder consultation on requirements for a new Australian Design Rule on AEB for heavy vehicles. This includes ongoing consideration of feedback on the compatibility of heavy vehicle AEB systems in combination with trailers not fitted with anti-lock brakes, as well as the need for driver education on how AEB systems for heavy vehicles work.</li> <li>■ Transport for NSW released a publication outlining heavy vehicle safety technologies currently available.</li> </ul>

Direction	Progress
	<ul style="list-style-type: none"> <li>■ Sydney Metro and Rail Projects Victoria have adopted minimum heavy vehicle standards and necessary technological improvements across their projects, including for contractor vehicles.</li> <li>■ Transport for NSW continues to advocate for expansion of current Australian Design Rules to ensure underrun requirements apply to all applicable heavy vehicles.</li> </ul>
Significant improvement in the safety of the light commercial vehicle fleet.	<ul style="list-style-type: none"> <li>■ A new Australian Design Rule for Pole Side Impact Performance came into effect for light commercial vehicles in July 2018.</li> <li>■ Electronic Stability Control (ESC) and Brake Assist Systems are now mandatory for all new light commercial vehicles.</li> <li>■ The Commonwealth released a RIS for consultation on AEB for light vehicles (including light commercial vehicles) in October 2020.</li> <li>■ The Commonwealth is reviewing standards for full-frontal, offset-frontal and side impact occupant protection (including for light commercial vehicles).</li> <li>■ The NSW Government has developed a world-class advanced vehicle test facility in regional NSW, which is the first in Australia capable of assessing vehicles for advanced vehicle safety technology, such as AEB and Lane Keep Assist.</li> </ul>



## Safe People – Responsible road use

Direction	Progress
<p>Australia will have a best practice graduated licensing scheme for novice drivers and riders.</p>	<ul style="list-style-type: none"> <li>■ Following an Austroads project examining the effectiveness of different components of graduated licensing schemes (GLS), in 2014 NSW led the development of an Australian GLS policy framework, which provides guiding principles for GLS across all states and territories and a three-stage model with 'Standard', 'Enhanced' and 'Exemplar' GLS.</li> <li>■ All states and territories have reviewed their GLS for drivers or will soon do so. Several have implemented changes to better align with the 'Exemplar' model. Enhancements in NSW include extending the total ban on mobile phone use to include P2 licence holders; repositioning the hazard perception test from the end of the P1 stage to the end of the Learner stage; removing the driver qualification test and introducing a six month tenure extension for P2 licence holders who are suspended for unsafe driving behaviour.</li> <li>■ Queensland introduced PrepL, an Australian-first online learning and assessment program purpose-built to replace the written test for learners. PrepL is designed to improve learner driver education by focusing on developing safe behaviours and attitudes.</li> <li>■ Some states and territories provide funding towards learner driver mentor programs to assist disadvantaged people with licensing requirements, particularly to attain the required practice hours (Tasmania, Victoria, Queensland). NSW has implemented the Driver Licensing Access program which supports Aboriginal communities and other disadvantaged groups to enter the licensing system. The Program provides learner driver mentoring services and other supports.</li> <li>■ Following a discussion paper on GLS for motorcycle riders published by Austroads in 2014 (AP-R469-14), several states and territories (including NSW and ACT) have initiated reviews of motorcycle licensing arrangements. NSW has since completed a process and outcomes evaluation of its motorcycle GLS and is reviewing current policy settings to enhance the GLS in line with recommendations.</li> <li>■ SA is progressing legislation to strengthen its motorcycle GLS, including increasing the minimum learner age, increasing the time spent on an intermediate licence (when riders are restricted from high-powered motorcycles), and introducing alcohol and night time restrictions.</li> <li>■ In 2018 WA introduced a motorcycle GLS, with a motorcycle-specific hazard perception test, a minimum six-month learner period, an increased minimum time (from one year to two) on an intermediate licence, and more rigorous practical riding assessments.</li> <li>■ Victoria implemented the final stage of its motorcycle GLS in 2016, including improved training requirements, new tests and for the first time, on-road components to the training and assessment, as well as testing protocols for riders with disabilities/medical impairments.</li> </ul>
<p>Increased use of effective protective equipment by motorcyclists.</p>	<ul style="list-style-type: none"> <li>■ Most states and territories have either developed new campaigns or are reviewing their approaches to motorcycle safety, including the promotion of protective clothing.</li> <li>■ NSW led the development of MotoCAP, a national consumer information program which was launched in September 2018 to provide a 5-star rating system for motorcycle protective clothing. Every state in Australia has provided funding (as well as the New Zealand Government) and participates in the working group for this program.</li> <li>■ NSW also administers a similar program for motorcycle helmets, the Consumer Rating and Assessment of Safety Helmets (CRASH), supported by the Transport Accident Commission in Victoria and Insurance Australia Group.</li> </ul>

Direction	Progress
Substantially improved access to graduated licensing, and to vehicles with higher safety ratings, for Indigenous people.	<ul style="list-style-type: none"> <li>■ Some states and territories have developed specific licensing programs for remote areas (including DriveSafe Remote in the Northern Territory (NT), On the Right Track Remote in SA, Remote Licensing Service in WA and Queensland's Indigenous Driver Licensing Program), which include targeted assistance for Indigenous people and communities, to improve access to GLS.</li> <li>■ Others provide assistance to disadvantaged young drivers more generally. NSW operates the Driver Licensing Access Program to assist Aboriginal and other disadvantaged drivers, and its Safer Drivers Course includes an initiative that targets disadvantaged young drivers. Queensland also funds learner driver mentor programs.</li> <li>■ Aboriginal Legal Services was funded through the ACT Road Safety Fund to undertake a culturally relevant driver licensing pilot.</li> <li>■ Tasmania funds learner driver mentor programs, many of which engage Indigenous people.</li> </ul>
A best practice framework for the assessment of older drivers' fitness to drive will be available and all jurisdictions will have effective processes for managing older driver licensing.	<ul style="list-style-type: none"> <li>■ All states and territories have implemented the <i>Assessing Fitness to Drive</i> guidelines released in 2012, then amended in 2017. In 2020 the NTC commenced a further review of the guidelines, working with Austroads to assess improved implementation and communication approaches in conjunction with health professionals.</li> <li>■ States and territories continue to monitor older driver safety and licensing issues, and some have developed education resources to assist older drivers, including the 'On the Road 65Plus' booklet in NSW, the Older Driver Fact Sheets in Victoria, the Tasmanian Older Drivers' Handbook, and SA's 'Are you worried about someone's driving' website. In NSW, workshops are delivered to older drivers as part of the road user safety behavioural program.</li> <li>■ A 2016 Austroads project, <i>Older Road Users: Emerging Trends</i> (AP-R530-16) investigated trends to support the development of targeted countermeasures.</li> <li>■ Some states and territories require medical assessments for drivers from 75 years or 80 years and onwards (Queensland, ACT, SA and WA).</li> <li>■ NSW requires an annual medical assessment for drivers from 75 years of age to ensure medical fitness to drive safely. From 85 years of age, drivers are also required to undertake an on-road driving assessment every two years to maintain an unrestricted licence.</li> <li>■ NSW also offers a modified licence option for drivers aged 85 years and over as an alternative to an unrestricted licence which allows the person to drive within a local radius to access local services and community activities without having to take an on-road driving assessment.</li> <li>■ Victoria introduced an online medical report form for doctors and eye health professionals to quickly and securely complete patient fitness to drive assessments: relevant sections link directly to NTC/Austroads <i>Assessing Fitness to Drive</i> standards.</li> <li>■ Victoria has updated <i>Influence of chronic illness on crash involvement of motor vehicle drivers</i> (3<sup>rd</sup> edition) that informs the evidence base for the NTC/Austroads <i>Assessing Fitness to Drive</i>. Medical standards for licensing and clinical management guidelines.</li> </ul>

## National Road Safety Strategy – Implementation status report 2018-2020

Direction	Progress
Development of suitable technology to combat driver fatigue.	<ul style="list-style-type: none"><li>■ The SA Department for Infrastructure and Transport has implemented a GPS system in its vehicles operating in isolated areas, which is able to monitor fatigue, speed, seatbelts, panic alert, roll overs and crashes.</li><li>■ Victoria is engaged in the third stage of a project to validate roadside technologies intended to detect driver fatigue. This work includes a study to track sleep-deprived drivers under controlled conditions.</li><li>■ WA has commissioned research to evaluate the effectiveness of lane departure warning systems and continues to raise awareness of the risks of driver fatigue.</li><li>■ NSW is currently assessing the technical capability of several after-market lane departure warning systems, and recently completed an assessment of an after-market eye-tracking technology designed to detect the onset of fatigue. NSW continually monitors international developments in driver fatigue technologies.</li></ul>
Road safety education resources will be developed and available to the pre-primary sector and all primary and high schools.	<ul style="list-style-type: none"><li>■ All states and territories have road safety education resources and programs in place targeting children ranging from early childhood, primary and high school.</li><li>■ In 2016, the ACT created a new role for a School Transport Coordinator to work closely with schools to promote active travel and promote safety.</li><li>■ Queensland developed a Road Safety Education Blueprint as a guide to embedding road safety as a whole of life learning process from early childhood to young adulthood.</li></ul>



## Safe People – Irresponsible road use

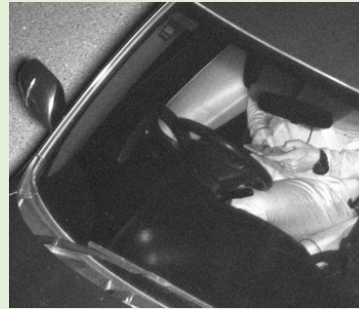


Direction	Progress
<p>Elimination of driving while impaired by alcohol or drugs as significant contributors to road trauma.</p>	<ul style="list-style-type: none"> <li>■ Australia is established as a world leader in roadside drug testing. The National Drug Driving Working Group (NDDWG), established in 2017, continues to progress a best practice model for roadside drug testing, by driving collaboration, facilitating the sharing of knowledge, experience and resources, and liaising with industry.</li> <li>■ In collaboration with the NDDWG, BITRE launched the Roadside Drug Testing dashboard in mid-2019. The dashboard is an important tool to monitor annual test numbers, with annual counts of roadside drug tests by jurisdiction, positive results returned and the number of road crash deaths involving an illicit drug.</li> <li>■ The Australian Government and Austroads have conducted initial research into better addressing drug-impaired driving. An Austroads project is detailed under Priority Action 5 on page 22.</li> <li>■ In all states and territories, enforcement of drink and drug-driving laws is a strong priority for police. Some have continued to expand their roadside drug testing operations. NSW has set a target of 200,000 roadside tests per annum.</li> <li>■ All states and territories have alcohol interlock programs in place for repeat drink driving offenders. Most states and territories are evaluating or strengthening conditions.</li> <li>■ In 2018/2019, NSW introduced enhanced penalties for drink and drug-driving, expanding alcohol interlock requirements to middle range offenders and vehicle sanctions to certain repeat drink drivers; and introducing penalty notices coupled with automatic licence suspension for lower range offences.</li> <li>■ Queensland is implementing a suite of drink driving reforms including enhancing the Alcohol Ignition Interlock Program and introducing education programs for all drink driving offenders.</li> <li>■ In April 2018, Victoria introduced expanded drink driving interventions, with all drink drivers subject to a minimum three months' licence cancellation, requirement to undertake a behavior change program as part of relicensing, a fine and an alcohol interlock for a minimum of six months upon being relicensed. All drug drivers have a minimum of six months licence suspension, are required to complete a behavior change program and incur a fine.</li> <li>■ In 2018, SA introduced new laws to: strengthen drug-driving penalties; require dependency assessments if children are in the vehicle at the time of the offence; and streamline the drug testing process. SA is also scoping a drink and drug driving behavior change model for consideration in SA.</li> <li>■ Following a range of interventions, Tasmania observed a decline in drink driving offences, although drug driving offences have increased.</li> <li>■ Following a review of substance impaired driving offences, in July 2020 WA enacted new laws to target drivers who have consumed both drugs and alcohol, strengthen penalties for existing drug driving and drink driving offences, enhance drink and drug driving law enforcement powers, and introduce immediate drug driving bans.</li> </ul>
<p>Elimination of illegal mobile phone use while driving.</p>	<ul style="list-style-type: none"> <li>■ Under the Action Plan, two important national projects have driven progress in this area: Queensland led the development of the National Roadmap to Address Driver Distraction, and the NTC is reviewing Australian Road Rules 297, 299 and 300, to better regulate the use of technology while driving.</li> </ul>

## National Road Safety Strategy – Implementation status report 2018-2020

Direction	Progress
	<ul style="list-style-type: none"><li data-bbox="639 237 1396 479">■ Most states and territories have conducted a range of activities to deter illegal mobile phone use, including mass media campaigns, police enforcement activity and in some cases increased penalties. In September 2020 WA implemented harsher penalties for mobile phone use, including a \$1000 fine for mobile phone use that involves inputting text or looking at the phone and a \$500 fine for touching or using a mobile phone while not in a cradle. These higher penalties for more distracting mobile phone use incur an additional demerit point (4 instead of 3 demerit points).</li><li data-bbox="639 486 1396 701">■ In early 2019, NSW piloted a world-first camera technology to detect and capture illegal mobile phone use. The Mobile Phone Detection Camera program started in warning letter mode for three months from December 2019, and issuing infringements since March 2020. Queensland and Victoria are also trialling camera detection for illegal mobile phone use as well as non-use of seatbelts, and the roll out of camera detection of mobile phone use at high risk metropolitan sites has recently been announced in SA.</li><li data-bbox="639 707 1396 768">■ Further information is provided in reporting against Action E, Reduce distraction from mobile device use, on page 33.</li></ul>

## Case Study – Mobile Phone Detection Cameras



NSW has led the world with the development and introduction of the Mobile Phone Detection Camera Program - an innovative road safety initiative to tackle road safety risks associated with being distracted by the illegal use of a mobile phone while driving.

Hand held mobile phone use is associated with an increase in the risk of having a crash, while some activities such as texting and browsing increase the risk further. In NSW, since 2012 at least 189 casualty crashes involved a driver or rider using a hand held mobile phone – resulting in at least 14 deaths and 252 injuries.

The program is an important component of the overall strategy to realise the Government's target of reducing road fatalities and serious injuries by 30% by 2021 and zero trauma by 2056, as outlined in the Road Safety Plan 2021 under the Future Transport Strategy 2056.

The system operates day and night and in all weather conditions, using high-definition cameras to capture images of the front-row cabin space of all vehicles, to detect illegal mobile phone use. Artificial intelligence automatically reviews images and excludes images of non-offending drivers from further action. Images that the system considers likely to contain a driver illegally using a mobile phone are verified by authorised personnel. As with other road safety camera programs in NSW, strict controls are in place to ensure images captured by the system are securely stored and managed.

The introduction of new mobile phone detection cameras in December 2019 was supported with a campaign to let drivers know these cameras will target illegal mobile phone use anywhere, anytime. The campaign included television, outdoor, radio, digital and social. The campaign continued in March 2020, following the end of a warning letters phase.

Following the rigorous testing and piloting of the system, warning letters were issued for three months from December 2019, and penalties imposed on non-compliant drivers since the beginning of March 2020. While more than 10,000 drivers per month are being detected by the cameras illegally using their phone, early indications since the program commenced suggest a positive shift in driver behaviour and an improvement in compliance with the law.

There were 103,253 penalties issued between 1 March and 31 October 2020, which represents 0.22 per cent of drivers, down from 0.34 per cent during the warning mode period and 1.2 per cent caught offending during the pilot between January and June 2019.

The network of fixed and transportable trailer-mounted cameras will be expanded across NSW over three years. By 2022/23, it is expected that at least 135 million vehicle checks will be performed annually across the network, including in metropolitan, regional and rural locations.

The program has strong (80%) community support. Independent modelling of the potential benefits undertaken by Monash University Accident Research Centre, an internationally recognised leader in injury prevention research, suggests the cameras will contribute to a reduction in road trauma of approximately 100 fatal and serious injury crashes over a five year period. The program will be monitored and evaluated to ensure positive outcomes.

## National Road Safety Strategy – Implementation status report 2018-2020


Direction	Progress
A substantial reduction in the rate of driving by those without a licence.	<ul style="list-style-type: none"> <li>■ Some states and territories are primarily pursuing this reduction through efforts to improve access to licensing in remote and Indigenous communities, as detailed above.</li> <li>■ NSW has implemented the Driver Licensing Access Program which assists disadvantaged communities with licensing support, including through literacy and computer skills; learner driver mentoring; debt management through work Development Orders; access to roadworthy vehicles; and road safety education and coaching.</li> <li>■ Automatic Number Plate Recognition (ANPR) is used across Australia to assist with identification of unlicensed drivers. Restraint use is part of enforcement operations in all states and territories.</li> <li>■ SA engaged the Centre for Automotive Safety Research (CASR) to undertake research into recidivist offending, which includes unlicensed driving, aiming to identify best practice.</li> </ul>
All vehicle occupants are effectively restrained.	<ul style="list-style-type: none"> <li>■ Restraint use is part of enforcement operations in all states and territories. Queensland is undertaking a trial of camera detection of non-use of seatbelts by drivers.</li> <li>■ States and territories continue to conduct education campaigns targeting seatbelt compliance, particularly awareness of correct use of child restraints.</li> <li>■ The NSW media campaign “Stop it or Cop it” highlights the consequences of non-compliance of road rules, including seatbelt use.</li> <li>■ Victoria and NSW both support the Child Restraint Evaluation Program (<a href="http://www.childcarseats.com.au">www.childcarseats.com.au</a>) which crash tests and rates child restraints to inform consumers.</li> <li>■ Through its Road Safety Innovation Fund, the Australian Government is funding two projects aimed at improving use of child restraints. The George Institute for Global Health receiving funding to investigate the effectiveness of alternative training methods to achieve the proper fitment of child car restraints throughout rural and remote areas. Mobility and Accessibility for Children and Adults received funding to stimulate product design and development to eliminate buckle release risks for children with a disability.</li> </ul>





## Priority Actions



No	Action	Responsibility	Implementation Status
1	<p><b>Review speed limits on high risk regional and remote roads, in consultation with the community</b></p> <p><b>Outcomes by 2020:</b> Increased application (km) of lower speed limits to improve the star rating of regional and remote roads and achieve a reduction in fatality and serious injury risk on these roads. Evidence of stronger community engagement with reduced speed limits. Case studies assessing the impact of reduced speeds.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>Investigate and implement low-cost options to reflect a lower speed environment, such as consistency of application of curve advisories and gateway treatments, when applying speed reduction as a road safety treatment.</li> <li>Engage with the community on safer speeds, the human tolerance to impact, and the benefits of lower highway speeds in reducing crash risk and the limited effect on travel times.</li> <li>Develop nationally consistent public communication and education messages that can be used by all levels of government to build awareness of safe and appropriate speeds.</li> </ul>	<p>Commonwealth States and territories</p> <p>Local government Austroads</p>	<ul style="list-style-type: none"> <li>Most jurisdictions regularly review speed limits and engage with the community on safer speeds. NSW is developing community engagement resources and WA is consulting on lowering speed limits on minor roads from 110 to 100km/h.</li> <li>Queensland has installed entry treatments to improve compliance with reduced speed limits through rural towns; as well as Black Link Solutions (BLS), temporary speed limit reductions along specific high-crash zones to manage safety where it is not possible to immediately provide the necessary engineering solutions, at a number of locations around the state.</li> <li>NT is developing a consistent speed limit policy and has begun reducing limits on regional highways, arterial roads and intersections in Darwin. A community awareness campaign "Speeding. There's no future in it" targets male drivers, who account for 75 per cent of deaths and serious injuries.</li> <li>Victoria has introduced safer travel speeds on some roads through engagement with stakeholders and local communities.</li> <li>An Austroads project providing supporting information for speed management was completed with the reports Road Risk Assessment, Case Studies and Engagement Guidance for Speed management (AP-R587-19) and the Infrastructure Risk Rating Manual (AP-R587A-19).</li> </ul>


No	Action	Responsibility	Implementation Status
2	<p><b>Target infrastructure funding towards safety-focused initiatives to reduce trauma on regional roads</b></p> <p><b>Outcomes by 2020:</b> Increase safety treatments on roads with highest risk of death and injury. Actions 2 and 3 (together with A and B) collectively aim to improve the star ratings across the whole road network, with the aim to achieve 3-star AusRAP ratings or better for 80% of travel on state roads, including a minimum of 90% of travel on national highways.</p> <p><b>Implementation:</b> The Commonwealth, states and territories, and local governments will work together to develop and deliver regional road safety initiatives within infrastructure investment frameworks.</p> <ul style="list-style-type: none"> <li>■ Upgrades to start with corridors/routes with the highest death and serious injury risk.</li> <li>■ Apply mass action treatments (e.g. barriers, wide medians, audible tactile line markings) for state and local roads with the highest risk of fatality and serious injury.</li> <li>■ Accelerate and/or redirect funding to focus on highly beneficial mass action treatments as part of the delivery of funded infrastructure programs/projects, and use pilot projects to demonstrate the benefits to the community.</li> </ul>	<p>Commonwealth States and territories Local government</p> 	<ul style="list-style-type: none"> <li>■ All states and territories use tools such as ANRAM and AusRAP/IRAP to identify high-risk regional roads and prioritise treatment.</li> <li>■ The Austroads <i>Network Design Guideline</i> (AP-R619-20) provides a simple-to-use approach for road authorities to demonstrate the safest network is being achieved with road safety funding.</li> <li>■ NSW is investing \$640 million over five years on infrastructure safety upgrades to reduce fatalities and serious injuries on country roads by improving high-risk curves and installing measures to reduce run-off road and head-on crashes. Improvements include installing 343 kilometres of safety barriers, 5,150 kilometres of rumble strips and 3,800 kilometres of wide centreline .</li> <li>■ The NT is focusing investment on high-risk regional roads with treatments including line markings, tactile edging, guardrails, shoulder widening, road barriers and new rest areas. Recent upgrades include the Arnhem and Stuart Highways and new rest areas on the Stuart and Victoria Highways.</li> <li>■ Queensland's <i>High Risk Roads</i> program applies infrastructure treatments to high risk segments of road. In partnership with the Australian Government, the Bruce Highway Safety package has delivered over 700km of wide centerline treatments, audible tactile line markings and improvements to black spots.</li> <li>■ Tasmania, with the Australian Government, is delivering a minimum 3-star AusRAP rating on the Midland Highway over ten years.</li> <li>■ Since 2017, Victoria has invested \$658 million to prevent run-off-road and head-on crashes on some of the state's high-risk, high-speed regional and metropolitan roads, by installing over 3,700km of flexible safety barriers and over 11,000km of audible tactile line markings.</li> <li>■ WA targets high risk rural roads with a Run Off Road Crash program based on the density of RoR casualty crashes. This program has evolved to focus treatments on low cost widening.</li> </ul>


No	Action	Responsibility	Implementation Status
3	<p><b>Implement safety treatments to reduce trauma from crashes at urban intersections</b></p> <p><b>Outcomes by 2020:</b></p> <p>Increased safety treatments at urban intersections with the highest risk, leading to reduced numbers of deaths and injuries for all road users. New intersections built to better manage the consequences of collisions.</p> <p>Actions 2 and 3 (together with A and B) collectively aim to improve the star ratings across the whole road network, with the aim to achieve 3-star AusRAP ratings or better for 80% of travel on state roads, including a minimum of 90% of travel on national highways.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>■ Increase implementation of safety treatments at urban intersections with the highest risk of death and injury by separating conflicts, installing innovative intersection design, including raised intersections or raised platforms and implementing variable speed limits. On a case-by-case basis consider treatments such as only allowing filter turns (left and right) at signals where the risk is low, controlling access with right turn bans or closing access to minor streets from arterials, pedestrian protection changes to signal phasing, options for separation of cyclists and motorcyclists.</li> <li>■ Increase deployment of speed/red light cameras at intersections with the highest risk of fatal and serious injury.</li> </ul>	<p>Commonwealth States and territories Local government</p> 	<ul style="list-style-type: none"> <li>■ An Austroads project, <i>Integrating Safe System with Movement and Place for Vulnerable Road Users</i> (AP-R611-20), highlighting contemporary treatments, has been completed.</li> <li>■ Austroads' recently produced guideline <i>Network Design for Road Safety</i> (AP-R619-20) provides a simple integrated approach for corridor planning of safety treatments for both mid-block and intersection locations.</li> <li>■ The ACT is implementing a number of safety treatments at intersections.</li> <li>■ NSW is implementing safety treatments at intersections, including removing turning conflicts and providing separated facilities for pedestrians. The Pedestrian Protection Program has provided extra green walk time for pedestrians at 528 intersections.</li> <li>■ Queensland has implemented "Hold the Red" programming at four intersections, which increases the all-red time when a vehicle is predicted to run a red light; and smart pedestrian crossings which detect and allow slow-moving pedestrians to cross safely.</li> <li>■ SA has upgraded six intersections to address right turn crashes, with one more funded in 2020/21. In metropolitan Adelaide, seven major intersection upgrades are in progress, with right turn controls and some changes to improve left turn slip lanes included in these upgrades. Nine additional fixed speed and red light cameras have been installed at high risk intersections..</li> <li>■ Treatments installed under the WA Intersection Crash Program over the last six years have reduced deaths and serious injuries by over 12 per year. Intersection improvements were included in the Safe Active Street program, which encourages safer shared spaces in four locations. Additionally WA has deployed 48 speed and red light cameras.</li> </ul>

No	Action	Responsibility	Implementation Status
4	<p><b>Increase deployment of Autonomous Emergency Braking (AEB) in both heavy and light vehicles</b></p> <p><b>Outcomes by 2020:</b></p> <p>Achieve a majority of consumers purchasing vehicles fitted with AEB, through mandating AEB in heavy and light vehicles as well as increasing voluntary uptake.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>■ International standards for AEB exist for heavy vehicles and are under development for light vehicles.</li> <li>■ The Commonwealth will examine international standards for AEB for heavy vehicles for implementation in the Australian new vehicle fleet, and finalise a regulatory package through the Australian Design Rules (subject to Regulatory Impact Statement (RIS) outcomes).</li> <li>■ The Commonwealth will contribute to the development of international standards for AEB for light vehicles for implementation in the Australian new vehicle fleet, and finalise a regulatory package through the Australian Design Rules (subject to international development and RIS outcomes).</li> <li>■ The Commonwealth and the states and territories will work to increase voluntary uptake of AEB through government and private fleet purchasing policies and consumer information.</li> </ul>	<p>Commonwealth States and territories</p> 	<ul style="list-style-type: none"> <li>■ The Commonwealth released a RIS for consultation on AEB for heavy vehicles in August 2019, and is now completing stakeholder consultation on requirements for a new Australian Design Rule. This includes ongoing consideration of feedback regarding the compatibility of heavy vehicle AEB systems with trailers not fitted with anti-lock brakes, as well as the need for driver education on how AEB systems for heavy vehicles work.</li> <li>■ The Commonwealth released a RIS for consultation on AEB for light vehicles in October 2020.</li> <li>■ The Commonwealth contributed to the development of an international standard for AEB for light vehicles, which was adopted as United Nations Regulation No. 152 in January 2020.</li> <li>■ The percentage of new vehicles sold with AEB as standard increased from 3 per cent in December 2015 to 66 per cent in April 2020<sup>2</sup>.</li> <li>■ The NSW and Victorian governments have adopted vehicle procurement guidelines requiring a five-star ANCAP rating for all vehicles procured for the state fleet, as well as other safety features, including AEB.</li> <li>■ The NSW Government has developed a world-class advanced vehicle test facility in regional NSW, the first in Australia capable of assessing vehicles for advanced vehicle safety technology, such as AEB.</li> <li>■ NSW and Victoria undertake ongoing communications activities to promote the benefits of AEB and other safety technologies to consumers.</li> </ul>

<sup>2</sup> ANCAP report “Availability of Autonomous Emergency Braking (AEB) in Australia”, June 2020.



No	Action	Responsibility	Implementation Status
5	<p><b>Increase roadside drug testing significantly in all states and territories</b></p> <p><b>Outcomes by 2020:</b></p> <p>Reduce trauma from drug driving through increasing levels of roadside drug testing across Australia, with individual jurisdictions aiming for a 50 to 100% increase, where commensurate increases have not already been applied in recent years.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>■ A national working group to progress coordinated efforts to mitigate drug driving has been established and will report to the Transport and Infrastructure Council in November 2018.</li> <li>■ Improve the efficiency of drug testing processes without reducing the overall profile of random breath testing for alcohol.</li> <li>■ Work with industry to improve current testing technology to reduce time taken at the roadside and to reduce the cost of testing kits, as well as to explore new and emerging testing technology and develop products better suited to Australian jurisdictions' needs and conditions.</li> <li>■ Improve the understanding of the relationship of general and targeted testing to achieving deterrence, as well as the role of community awareness.</li> <li>■ Develop a national approach to roadside drug testing, recognising police operational and resourcing differences.</li> <li>■ Review current heavy vehicle drug testing practices and identify opportunities for improvement.</li> </ul>	<p>Commonwealth States and territories</p> <p>Austroads, Police, NTC</p> 	<ul style="list-style-type: none"> <li>■ In late 2017, the National Drug Driving Working Group (NDDWG) was formed to progress a best practice model for roadside drug testing. The group includes senior police and policy makers from all states and territories and New Zealand, as well as scientists specialising in toxicology and road trauma research. The NDDWG's report <i>Australia's Second Generational Approach to Roadside Drug Testing</i> was endorsed by the Transport and Infrastructure Senior Officials' Committee in late 2018, and outlines 11 recommendations. In collaboration with the NDDWG, BITRE launched the Roadside Drug Testing dashboard in mid-2019, an important tool to monitor annual testing numbers and results.</li> <li>■ Most states and territories have increased roadside drug test numbers and are continuing to do so.</li> <li>■ Drug driving related charges in the ACT has more than doubled in the past five years.</li> <li>■ NSW will double roadside drug testing to 200,000 tests.</li> <li>■ SA Police expanded and decentralised its driver drug testing program in 2008. SA now undertakes the highest number of roadside drug tests relative to population in Australia.</li> <li>■ Tasmania Police increased roadside drug tests in 2018-19 by 14.8 per cent and is committed to achieving a 50 per cent increase by 2020.</li> <li>■ Victoria expanded to 150,000 roadside drug tests in 2018-19.</li> <li>■ WA Police has been increasing roadside drug test numbers since 2013, enabling expansion to regional WA.</li> <li>■ The Austroads Project <i>Optimising Drug Driving Deterrence Regimes</i> (SAG6128) has been finalised.</li> <li>■ In May 2018 the NTC produced '<i>Towards a national approach to drug driving</i>,' an information report for the National Drug Driving Working Group, published in November 2018.</li> </ul>

No	Action	Responsibility	Implementation Status
6	<p><b>Reduce speed limits to 40 km/h or lower in pedestrian and cyclist places</b></p> <p><b>Outcomes by 2020:</b> High pedestrian activity areas, and pedestrian and cyclist places under Movement and Place frameworks<sup>3</sup>, will have speed limits of 40 km/h or less. There will also be greater use of 30 km/h limits where appropriate, to reduce risk to vulnerable road users. Highlight towns and cities with zero fatalities.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>■ Implement 40 km/h (or lower) speed limits in high pedestrian and cyclist use zones.</li> <li>■ Investigate 30 km/h (or lower) speed limits in high-risk pedestrian and cycling areas.</li> <li>■ Investigate and implement low-cost infrastructure options to reflect a lower speed environment, when applying speed reduction as a road safety treatment.</li> </ul>	<p>Commonwealth States and territories Local government</p> 	<ul style="list-style-type: none"> <li>■ All jurisdictions have implemented 40 km/h speed limits in high pedestrian and cyclist activity areas such as bus interchanges, train stations and shopping districts.</li> <li>■ Work is underway in the NT to provide infrastructure treatments in high-risk pedestrian areas, including lighting, fencing and safe crossing options, and to expand the shared path network to separate vulnerable road users from traffic.</li> <li>■ NSW, Tasmania and WA have begun implementing 30 km/h speed limits. Victoria has trialed and evaluated 30 km/h speed limits in one local government area.</li> <li>■ Queensland has committed to implementing lower speed limits in at least 20 locations over two years in areas of high active transport user activity, and Victoria is using a Movement and Place framework to identify locations in the broader road network context.</li> <li>■ The NSW Safer Roads Program is improving safety in urban environments through infrastructure upgrades, particularly for vulnerable road users. Under the Liveable and Safe Urban Communities initiatives, speed management devices are installed following a site assessment to ensure that the road environment reflects changes, particularly reductions to the posted speed limit.</li> </ul>

<sup>3</sup> Movement and Place frameworks identify a road or street's position in a matrix in terms of movement, based on strategic importance in the broader road network; and place, the strategic significance and community value of a place.

## Case Study - Evaluation of the ACT Road Safety Camera Program

The Road Safety Camera Program forms a key element of the ACT's Road Safety Strategy to reduce road trauma, by enforcing speed and red light compliance. Three-yearly evaluations of the Road Safety Camera Program examine the performance of the mobile and point-to-point (average speed) cameras, with the most recent conducted in 2018 by the Monash University Accident Research Centre, for the period October 1999 to September 2017.


While the evaluation showed that each type of road safety camera used in the ACT was associated with crash reduction and cost savings, it also showed that the mobile speed cameras are the most important element of the ACT camera program. The mobile cameras alone are associated with an estimated saving of over 3,000 reported crashes per year, and economic savings of over \$60 million.

Analysis of speed monitoring data estimated an average reduction in mean speeds of 4.6 km/h, and in 85th percentile speeds of 4.9 km/h, on the ACT road network since January 2000.

The evaluation also included a survey of community attitudes to speeding and speed enforcement. The results showed a general lack of awareness of recent increases in mobile camera enforcement in the ACT, although most respondents felt that the current level of speed enforcement should be maintained and acknowledged the relationship between speeding and crash risk.

The ACT Government has taken steps to further increase the mobile road safety camera fleet by two more vans by early 2020.



No	Action	Responsibility	Implementation Status
7	<p><b>Increase deployment of point-to-point and mobile cameras to achieve safe travel on Australia's road network</b></p> <p><b>Outcomes by 2020:</b> Multiple point-to-point camera systems in all jurisdictions, and increased use of mobile speed cameras, resulting in greater compliance with speed limits.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>■ Implement point-to-point (average speed) safety cameras across high risk, high traffic volume parts of the national highway system including heavy vehicle routes.</li> <li>■ Increase targeted deployment of mobile speed cameras across the network to improve compliance with speed limits and reduce crash risk.</li> </ul>	<p>States and territories</p> 	<ul style="list-style-type: none"> <li>■ ACT added another two mobile camera vans in 2020.</li> <li>■ NSW is increasing mobile speed camera operations to 21,000 hours per month to increase general deterrence. NSW has also expanded point-to-point (average speed) cameras for heavy vehicles in metropolitan areas. A review found average speed cameras have reduced deaths from crashes involving heavy vehicles by 44 per cent and serious injuries by 4 per cent.</li> <li>■ Queensland is installing two point-to-point cameras per year at high-risk locations, while also increasing its mobile speed camera program by 5,000 hours, targeting high-speed crash sites. An additional five unattended speed camera trailers will target high traffic areas and school zones.</li> <li>■ SA has six point-to-point camera zones.</li> <li>■ Tasmanian Police is considering mobile point-to-point cameras (which would be a first for Australia) as they may be better suited to the Tasmanian context.</li> <li>■ Victoria operates point-to-point cameras on two major freeways and has increased the number of mobile speed cameras hours operated.</li> <li>■ WA is evaluating point-to-point cameras to inform further expansion, with a trial planned for September 2021.</li> </ul>

## Improve heavy vehicle safety through improvements to licensing arrangements and fatigue laws

### Outcomes by 2020:

Stronger and more harmonised heavy vehicle driver licensing arrangements across Australia.

National heavy vehicle monitoring network substantially complete, improved rates of heavy vehicle compliance with fatigue and speeding laws, and better compliance with, and understanding of, Chain of Responsibility laws.

Improved heavy vehicle accreditation framework to strengthen safety management by heavy vehicle operators. Review of Heavy Vehicle National Law (HVNL) finalised and recommendations focused on achieving better safety outcomes provided to the Transport and Infrastructure Council.

### Implementation:


- Implement recommendations of Austrroads' Review of the National Heavy Vehicle Driver Competency Framework, including strengthening safety components to ensure drivers and assessors have necessary skills. Pursue harmonised application of the Framework across jurisdictions to ensure best practice implementation, regardless of location, training and assessment process, or license type.
- The National Heavy Vehicle Regulator (NHVR) will deliver improved options for strengthening safety management for businesses using heavy vehicles, including registering codes of practice for adoption by operators, and improving and harmonising safety accreditation schemes.
- Build and integrate the heavy vehicle compliance monitoring network, allowing for the first time national data analysis about vehicles and operators to inform a risk-based approach to safety enforcement.
- The NHVR and state/territory enforcement agencies will ensure all supply chain participants are aware of their safety obligations under strengthened Chain of Responsibility provisions in the HVNL (taking effect from mid-2018). They will ensure investigations into non-compliance consider the liability of others in the supply chain, not just the driver.
- As part of the review of the HVNL, the NHVR and National Transport Commission (NTC) will review the heavy vehicle fatigue framework, informed by findings of the heavy vehicle driver fatigue research project conducted by NTC and the Alertness, Safety and Productivity Cooperative Research Centre.

Commonwealth States and territories

Austrroads, NHVR, NTC



- Stages 1 and 2 of the Austrroads project *National Heavy Vehicle Driver Competency Framework* have been completed: Stage 1 in 2018 (AP-R564-18) and the second phase, which developed an implementation approach, in 2019. The final stage has commenced following ministerial council approval in 2020, and will deliver the competency framework including training and assessment materials.
- A NSW audit of the Heavy Vehicle Competency Based Assessment Scheme in 2018 highlighted the need to improve the quality of assessors and training providers. Significant improvements have been made and are planned to improve the quality of training and assessment and modernise the scheme.
- In 2018-19, the NHVR received Australian Government funding for an education package on new Chain of Responsibility (COR) laws, including face to face sessions, fact sheets, videos and podcasts. Queensland has worked closely with the NHVR to inform the industry about the new COR laws taking effect from 1 October 2018, with information sessions.
- Queensland has developed a Heavy Vehicle Safety Action Plan 2019-21, with actions to address fatigue management.
- In 2018, SA managed the Austrroads project *Review of the National Heavy Vehicle Driver Competency Framework* (APR-564-18), which made significant recommendations about heavy vehicle driver training across Australia. SA reviewed and updated all its Heavy Vehicles Training and Assessment materials and provided these to all states and territories for consideration as a national harmonisation benchmark.
- The NTC is progressing the HVNL Review, and developing fatigue management policy options. A Consultation RIS was released in June 2020. As part of the review, Victoria supported a new approach to provide a more flexible regime, requiring and supporting better industry management of driver fatigue.
- In February 2018, the NHVR and NTC completed the final report of the Medlock Review of the National Heavy Vehicle Accreditation Scheme (NHVAS), which outlined ten recommendations. The NHVAS operates alongside the Australian Trucking Association's TruckSafe and the state based WA Heavy Vehicle Accreditation Scheme.

No	Action	Responsibility	Implementation Status
9	<p><b>Increase the market uptake of safer new and used vehicles and emerging vehicle technologies with high safety benefits</b></p> <p><b>Outcomes by 2020:</b> Increased market uptake of safer vehicles and technologies.</p> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>■ Government fleet purchasing policies to require ANCAP 5-star rated light passenger and light commercial vehicles, as well as driver assistance technologies including AEB, Lane Keep Assist, Lane Departure Warning and Adaptive Cruise Control; and other beneficial technologies, where available.</li> <li>■ Support and promote ANCAP and the UCSR at point of purchase – with a particular focus on young drivers, older drivers and remote and regional drivers.</li> <li>■ Influence organisations to purchase five-star safety rated vehicles, with the most recent date stamp available, through fleet purchasing policies, ongoing collaboration with Workplace Health and Safety agencies, industry and the National Road Safety Partnership Program (NRSPP).</li> <li>■ Work with industry partners to educate drivers on safer vehicle technology and how to use it.</li> <li>■ Ensure safety across all Safe System areas is properly considered in the Transport and Infrastructure Council's ongoing work program to prepare for connected and automated vehicles.</li> <li>■ Influence industry to apply, and if possible accelerate, new safety technologies, for example AEB, fatigue detection, distraction mitigation, vehicle control and aftermarket vehicle warning technologies.</li> <li>■ Explore opportunities to create greater demand for vehicle safety technologies including inexpensive after-market features, particularly for young drivers.</li> </ul>	<p>Commonwealth States and territories Austroads, NHVR, NTC</p> 	<ul style="list-style-type: none"> <li>■ Several completed Austroads projects have contributed to the implementation of this action: <i>Infrastructure Changes to Suit Automated Vehicles on Rural Roads and Urban Motorways and Freeways, Feasibility of Integrating Advanced Driver Assistance Systems in Driver Education, Vehicles and Technology Future State, Safety Assurance System for Automated Vehicles – Impacts on Registration and Licensing Systems, and Education and Training for Drivers of Assisted and Automated Vehicles</i> (AP-R616-20).</li> <li>■ The ACT and NSW partnered with ANCAP for the <i>Safer Vehicle Choices Save Lives</i> campaign. Most states and territories support and promote ANCAP and the UCSR.</li> <li>■ Most states and territories have government fleet policies requiring ANCAP five-star rated vehicles, and NSW and Victoria also require other active safety features, including AEB, lane keep assist, and reverse safety technology. Following a review the NT will require five-star passenger and sports utility vehicles. NT is also developing a safe driving policy for workplaces, which will promote ANCAP ratings.</li> <li>■ NSW released the <i>Road Safety and Your Work: A Guide for Employers</i> in October 2018 to provide guidance for safe work-related travel. NSW continues to actively support and promote ANCAP and the UCSR.</li> <li>■ In September 2019, the NSW Government launched Australia's first test facility for advanced driver assist technologies, which has been used to provide ratings for ANCAP and by vehicle manufacturer's for R&amp;D purposes.</li> <li>■ In November 2020, the Victorian Government invested in the Australian Automotive Research Centre, a facility with areas designed and approved for testing and development relating to Australian Design Rules.</li> <li>■ Victoria is undertaking further research on accelerating the uptake of safer vehicles and technologies.</li> <li>■ The NTC-led HVNL Review includes developing policy options to encourage safer vehicles.</li> </ul>

# Other Critical Actions

No	Action	Responsibility	Implementation Status
A	<i>Set safety plans for high risk corridors within the network to direct investment to reduce Fatal and Serious Injury (FSI) risk</i>	States and territories Local government Austroads	<p>An Austroads project <i>Network Design for Road Safety Planning</i>, provides a network-wide road design guideline (AP-R619-20) in a simple to use format. The process integrates safe system, speed context, and geometric treatments for consistent corridor outcomes for network managers to achieve the safest road network.</p> <p>Most states and territories are developing network safety plans to implement safety treatments at high risk locations, including median separation, wide centre lines and audible tactile line markings to reduce FSI risk.</p>
	<p>Develop corridor safety plans to achieve the best network outcome by consistently applying treatments along corridors. Treatments known to reduce the FSI risk and which can be sustainably applied over a medium term timeframe will be considered. These include median separation, audible tactile line marking, wide centre line, lower speed limits, roundabouts, roadside barriers, motorcycle underrun barriers, intersection platforms and gateway treatments. Programs/projects will deliver this vision over subsequent years.</p> <p>As a first step, Austroads will provide guidance in how to develop corridor safety plans to achieve the safest network outcome.</p>		
B	<i>Apply Safe System principles and treatments to all road infrastructure investment programs</i>	Commonwealth States and territories Local government Austroads	<p>In July 2019, the Australian Government and the state and territory governments entered into a new five-year National Partnership Agreement on Land Transport Infrastructure Projects, which enshrines road safety as a key objective of co-funded transport investment.</p> <p>Specifically, investments under the agreement aim to provide a land transport network that is safer and more secure for users, by having regard for Safe System principles and treatments for road infrastructure investment proposals.</p> <p>In August 2018, Queensland said it would require all its investment programs to implement default safety treatments and comply with Safe System principles. Victoria published a Safe System Assessment Guideline in July 2018 with similar requirements.</p> <p>At the Transport and Infrastructure Council meeting in August 2019, it was agreed that all investments in road infrastructure planning, design and construction will require the application of Safe System principles.</p> <p>In January 2019, Austroads published the report <i>Safe System in the Guide to Traffic Management</i> (AP-R595-19) and will soon publish the report <i>Inclusion of Recent Road Safety Research into the Guide to Road Design</i>.</p>
	<p>Even when programs are not targeted specifically towards safety, all road infrastructure investment at all levels of government projects should apply Safe System principles and treatments as outlined in Austroads guidance materials, and national willingness to pay values. All road infrastructure investment should be implemented in a way that is consistent with network safety plans, including facilitating enforcement requirements.</p>		

No	Action	Responsibility	Implementation Status
C	<i>Better protect light passenger vehicle and light commercial vehicle occupants by updating to the latest available international crash standards</i>	Commonwealth	The Commonwealth is preparing a review of standards for full frontal, offset frontal and side impact occupant protection, for consultation during 2021.
	Active safety systems such as ESC and AEB prevent crashes, while vehicle crashworthiness reduces death and injuries when crashes occur. The protection of a 2013 built Australian vehicle is double that of 20 years ago, due to a combination of regulatory and non-regulatory activities. Following the 2017 mandating of a new Australian Design Rule for pole-side impact, further work is being undertaken towards adopting new international crash standards for full-frontal impact and modernising existing standards for offset-frontal and side-impact. The Commonwealth will examine the latest international standards for full-frontal, offset-frontal and side-impact occupant protection for light vehicles for implementation in the Australian new vehicle fleet, and finalise a regulatory package through the Australian Design Rules (subject to RIS outcomes).		
D	<i>Develop a national speed enforcement strategy in cooperation with police and explore greater use of technology for a range of enforcement outcomes</i>	Police States and territories Austroads	In consultation with all states and territories, Austroads and ANZPAA have developed <i>The National Road Safety Speed Enforcement Approach</i> .
	All governments will work together to develop a national strategy supporting highly randomised speed enforcement on high speed rural roads; use of both cameras and roadside policing; enforcement of limits at roadworks; best practice approaches for the introduction of new speed zones; and review of tolerances, particularly the scope for lower tolerances with the development of new technologies. The strategy will consider trials of telematics to manage speed and other high-risk behaviours; and options to better measure the trauma reduction outcomes of enforcement efforts.		



## Case Study - Driver Distraction Project (Stage 2)

In 2018 and 2019 Queensland Department of Transport and Main Roads (TMR) lead a national multi-stage Driver Distraction Project. Stage 1 analysed the impact and causes of mobile phone distraction, including who does it and why they choose to do it despite the risks.

Alarming, over two-thirds of Queensland drivers admit to using their mobile phones illegally, at least occasionally. The initial investigation also revealed this is not just a 'young person problem,' with drivers of all ages and from all walks of life admitting to this dangerous activity. Perhaps most importantly, TMR discovered that drivers' own risk/reward decision-making process is influenced by a number of elements within a complex ecosystem. This ecosystem, with the driver at its centre, includes vehicles, devices, insurance, telecommunication network access, employers, infrastructure, regulations, enforcement and social attitudes.

Stage 2 was conducted between October 2018 and July 2019 and focused primarily on investigating relevant solutions from each of these elements. To identify these solutions, TMR pursued four separate yet interrelated streams of work by:

- 1) engaging with stakeholders in the ecosystem;
- 2) reviewing Queensland's penalties;
- 3) assessing the feasibility of emerging technology; and
- 4) investigating the application of Chain of Responsibility principles for employers and Original Equipment Manufacturers of vehicles and devices.

The guiding principle of Stage 2 was engaging over 80 organisational stakeholders as part of a conversation on mobile phone distraction and possible solutions. Stakeholders eagerly participated in one-on-one consultation sessions as well as targeted stakeholder workshops, which sought to break down silos and increase collaboration across the ecosystem. This engagement culminated in the National Summit on Driver Distraction held in Brisbane from 1-3 July 2019, with the support of the Australian Government. At the National Summit, these stakeholders, including partners from a number of state and territory road agencies, took part in interactive dialogue in five key strategy areas:

- Designing for a safer interaction.
- Mapping out the adoption of in-vehicle distraction technology.
- Recognising vehicles as a workplace.
- Encouraging greater compliance through enforcement.
- Changing driver behavior.

To assess emerging technology, TMR conducted a market sounding exercise, inviting vendors to pitch their technology-based solutions to address driver distraction. This encompassed software, hybrid, sensory and enforcement-based solutions. TMR held Technology Discovery Days with invited vendors to explore the opportunities presented by their technologies.

Maintaining the momentum generated by the National Summit and the market sounding exercise, TMR continued to work with industry and jurisdictional partners, including the Australian Government, to develop a road map to drive implementation of these solutions across the system. The National Roadmap to address Driver Distraction was endorsed by the Transport and Infrastructure Council in June 2020 and placed on their forward work program. Queensland will work with the Australian Government and jurisdictions to finalise governance arrangements to guide the implementation of the Roadmap.

No	Action	Responsibility	Implementation Status
E	<i>Reduce distraction from mobile device use</i>	Commonwealth States and territories Police, NTC	<p>Queensland led a national project to identify a range of solutions to address driver distraction, engaging and leading stakeholders to refine and implement solutions. Programs include designing for a safer interaction; mapping the adoption of in-vehicle distraction technology; recognising vehicles as a workplace; and encouraging greater compliance through enforcement and changing driver behavior.</p> <p>The NTC is reviewing Australian Road Rules 297, 299 and 300 to better regulate the use of technology while driving. The NTC is preparing recommendations on a 'technology-neutral' approach supported by research, with a focus on driver behaviour and high-risk interactions with technology while driving, instead of specific devices.</p> <p>Some states and territories have increased demerit points and/or penalties for illegal mobile phone use while driving (Queensland, ACT, NSW, NT, WA). The ACT introduced tougher penalties for texting and using social media while driving and a total mobile phone ban for novice drivers.</p> <p>In early 2019, NSW piloted a world-first camera technology to detect and capture illegal mobile phone use. The Mobile Phone Detection Camera program operated in warning letter mode for three months from December 2019 and has been issuing infringements since March 2020.</p> <p>The network of fixed and transportable trailer-mounted cameras will be expanded across NSW over three years. By 2022/23, it is expected that at least 135 million vehicle checks will be performed annually across the network, including in metropolitan, regional and rural locations.</p> <p>Queensland and Victoria are also trialling camera detection of illegal mobile phone use and non-use of seatbelts.</p> <p>SA has conducted state-wide operations targeting distracted drivers/riders, as well as an observational study of driver distraction in moving traffic. More recently, SA has announced the roll out of camera detection of mobile phone use at high risk metropolitan sites.</p> <p>The ACT and Tasmania have used unmarked police motorcycles to target distracted drivers in high-traffic areas.</p>

All governments will work together to develop an holistic strategy that will consider enforcement, new and emerging technology including vehicle technology and refining relevant legislation to reduce driver distraction; and the scope for work health and safety policies and broader corporate responsibilities to contribute. The NTC will investigate how the Australian Road Rules can provide a better model for the regulation of distraction from technology.

No	Action	Responsibility	Implementation Status
F	<i>Strengthen efforts to reduce drink driving</i>	States and territories Austroads, Police	<p>An Austroads project <i>An Australian Drink Driving Policy and Regulatory Framework</i> was completed and the report, 'Effectiveness of Drink Driving Countermeasures: National Policy Framework' was published in February 2020.</p> <p>All states and territories conduct targeted and random breath testing operations.</p> <p>Most are either reviewing or have already strengthened their mandatory alcohol interlock programs. NSW enhanced its program to include mid-range offences, and from April 2018, Victoria required alcohol interlocks for all offenders.</p> <p>Further NSW reforms include vehicle impoundment or number plate confiscation for high-risk repeat drink driving offenders, and licence suspension and fines for low range drink drivers.</p> <p>NSW and Queensland have introduced education programs as a requirement for drink driving offenders.</p>
		<p>States and territories will continue to review and adjust their alcohol interlock programs to improve their effectiveness in addressing drink driving; and will maintain highly visible random breath testing including car-based operations on the rural network to complement larger operations elsewhere.</p> <p>Austroads will coordinate work to review alcohol limits across various classes of motor vehicles in Australia along with overseas experience on the impact on road trauma when alcohol limits are changed.</p>	
G	<i>Strengthen graduated licensing systems (GLS) for car and motorcycle drivers</i>	States and territories Austroads, Police	<p>ACT strengthened its driver GLS from January 2020, aligning its system more closely with the exemplar model. Tasmania has elevated its driver GLS to the enhanced model.</p> <p>Queensland introduced a new online learning and assessment program for learner drivers, to replace the written road rules test and shift the focus to driver behavior.</p> <p>A recent review found a 20 per cent reduction in young driver crash involvement in Victoria. Young drivers remain at higher risk and Victoria has introduced several young driver education programs.</p> <p>Some states and territories now have motorcycle GLS in place (SA, WA, Victoria) and others are developing their systems. SA is progressing legislation to strengthen its motorcycle GLS.</p> <p>Tasmania has introduced a mandatory pre-Learner Motorcycle Training and Assessment Program with 15 hours of coaching and mentoring, including an on-road component.</p> <p>NSW enhanced its GLS in line with the Exemplar model, extending the total ban on mobile phone use to include P2 licence holders; repositioning the Hazard Perception Test from the end of the P1 stage to the end of the Learner stage; and replacing the Driver Qualification Test with a six month tenure extension for P2 licence holders who are suspended for unsafe driving behaviour.</p>
		<p>States and territories will increase the implementation of best practice GLS consistent with the 'enhanced' and 'exemplar' models for driver licensing identified in the Australian Graduated Licensing Scheme Policy Framework, to reduce the number of novice drivers killed and seriously injured.</p> <p>States and territories will implement best practice GLS for motorcyclists.</p>	
H	<i>Introduce a rating scheme for motorcycle protective clothing</i>	States and territories	<p>MotoCAP was established in 2018 to provide consumers with objective independent information on the injury protection and thermal management performance of motorcycle protective jackets, pants and gloves in the Australasian market.</p> <p>MotoCAP's five-star rating method conveys product ratings in a way that is easily understood by consumers. The program is funded by members comprising road authorities, state injury insurance regulators and motoring associations from across Australia and New Zealand.</p>
		<p>Governments will progress the development of a consumer rating program for motorcycle protective clothing. Clothing will be rated based on the level of protection provided as well as comfort under a range of conditions. The intention is to promote awareness of safer motorcycle clothing among motorcyclists in order to increase</p>	

No	Action	Responsibility	Implementation Status
			usage rates and reduce injuries, and to encourage manufacturers to provide a wider range of more effective protective clothing suitable for Australian conditions.
I	<i>Establish a system for reporting of a national matched injuries series using an agreed serious injury definition</i>	Austrroads Commonwealth States and territories	The first stage of the Austrroads pilot project <i>A National Approach to Measuring non-Fatal Crash Outcomes (AP-R599-19)</i> was published in March 2019. The second stage of this project is linking police crash data and hospital data for all states and territories using an agreed serious injury definition. This project is intended to provide a national serious injury data series from 2008 and contribute to an on-going data series.
			All jurisdictions will work together to establish and populate a matched national crash and hospital data series, and establish management arrangements for the series so that it can be used for the ongoing monitoring of the NRSS.
J	<i>Remote road safety – identify and implement key interventions</i>	Commonwealth States and territories Local government Austrroads	<p>Austrroads published the report <i>National View of Regional and Remote Road Safety (AP-R603-19)</i>, which contains strategic guidance with a series of recommendations and actions to eliminate fatalities and serious injuries on regional and remote roads.</p> <p>The NT has implemented a range of innovative interventions including expansion of the DriveSafe Remote program which assists learner drivers in remote locations; provision of remote transport services; and a campaign focusing on speed and driving to the conditions in both urban and remote areas. The remote campaign was delivered in targeted Aboriginal languages.</p> <p>Tasmania funded 16 Learner Driver Mentor Programs in remote areas to assist disadvantaged people to enter the licensing system and complete practice requirements.</p> <p>WA undertook a review of regional and remote road safety, which included Aboriginal communities, and identified issues including access to driver licensing, achieving supervised driving hours, signage and street lighting.</p> <p>In NSW, key interventions are installed in remote areas under the Safer Roads Program.</p> <p>NSW has implemented the Driver Licensing Access program which supports Aboriginal communities and other disadvantaged groups to enter the licensing system, providing learner driver mentoring services and other support.</p>
			All jurisdictions will work together to better address road safety in remote areas, consistent with the Transport and Infrastructure Council's National Remote and Regional Transport Strategy; with particular attention to: tailored solutions (e.g. access to driver licensing, training and education); unlicensed driving; vehicle safety including use of seatbelts and child restraints; speed management; targeted speed reductions in advance of engineering treatments; and gateway and threshold treatments for high speed to low speed transition zones. There is scope for greater consideration of whole of government approaches to remote transport issues, such as alternative community transport options.

No	Action	Responsibility	Implementation Status
K	<p><i>Require contractors on government-funded construction projects to improve the safety of vulnerable road users around heavy vehicles through safety technology and education programs</i></p>	<p>Commonwealth States and territories</p>	<p>Initial work to establish an Australian version of the UK Construction Logistics and Community Safety (CLOCS) program was funded under the Australian Government's Heavy Vehicle Safety Initiatives program in March 2019. Collaborating with a number of government and non-government organisations, the NRSPP continues to lead work to operationalise the program and develop a consistent national standard.</p> <p>Some states have introduced requirements in construction contracts aimed at improving safety for vulnerable road users: NSW introduced heavy vehicle safety and driver training requirements in Sydney Metro contracts, and is examining options to expand this approach; and WA is also addressing crash risk around construction sites in high density mix-used areas through contract conditions.</p> <p>Victoria has developed a range of initiatives to improve safety for vulnerable road users around construction vehicles. Focus areas include route selection, public engagement, traffic management plans and compliance.</p> <p>Victoria is also currently working on a project on truck standards, comprised of regulators, major contract holders, industry and other stakeholders, to discuss avenues to improve safety for vulnerable road users. The aim is to increase road safety through improved heavy vehicle standards required by major construction projects in Victoria.</p>
L	<p><i>Investigate the introduction of safer, cleaner heavy freight vehicles by minimizing regulatory barriers</i></p>	<p>Commonwealth States and territories Austroads, NHVR, NTC</p>	<p>An Austroads project <i>Exploration of Heavy Freight Vehicle Dimensions – Productivity, Safety and Other Considerations</i> was completed in October 2019.</p> <p>Following the Austroads work, the Commonwealth will prepare a discussion paper for consultation in early 2021, ahead of a regulatory package for any agreed changes to heavy freight vehicle width and any other dimensions, and axle transitional mass, in the Australian Design Rules.</p> <p>With NTC support, Austroads, NHVR and state and territory governments are progressing Performance Based Standards (PBS) reforms (approved by the Transport and Infrastructure Council in May 2018), with the aim of publishing a National Notice for PBS network access by June 2021.</p> <p>Victorian state-based projects also dealing with the introduction of safer and heavier vehicles include the Grain Harvest Management Scheme, allowing eligible vehicles to operate at 5% above their General Mass Limits, and the development of High Productivity Freight Vehicle maps, allowing companies to operate longer and heavier combinations on key freight routes, provided they comply with a suite of safety and environmental standards.</p>

Governments will investigate options to require improved heavy vehicle safety standards through their construction contracts, informed by the results of current trials in Victoria and NSW involving increased driver training requirements and fitting improved safety equipment to heavy vehicles used on major projects. As part of this work, there are also opportunities to improve awareness of risk among both heavy vehicle drivers and vulnerable road users.

The overall age of the heavy vehicle fleet has an impact on safety as newer vehicles have more safety features. It is proposed to investigate ways to encourage the greater uptake of newer, safer, cleaner vehicles into the Australian fleet, including regulatory requirements and the capacity of the road network to accommodate different sizes of vehicles.

To meet current Australian regulations, heavy freight vehicles must be 50 to 100mm (2–4%) less in width than vehicles in other major markets. This costs manufacturers \$15–30 million per year to redesign their vehicles, and in some cases reduces the availability of safer, cleaner models.

Regulatory restrictions exist in Commonwealth and state and territory regulations, and include both vehicle size and mass. They were originally introduced to protect infrastructure such as roads, building clearances, and bridge loading limits, and to prevent head-on crashes and reduce conflict with other road users on narrower roads.

All parties will examine current regulatory requirements, as well as network capacity for vehicles of different size and mass, where the roadway can safely accommodate such vehicles and minimise crashes. Subject to this assessment, the Commonwealth will release a discussion paper, ahead of a regulatory package for any agreed changes to heavy freight vehicle width and any other

No	Action	Responsibility	Implementation Status
	dimensions, and axle transitional mass, in the Australian Design Rules. The NHVR and the state and territory governments will consider additional changes to heavy freight vehicle size and axle mass limits. The aim is to achieve increased take up of safer, cleaner heavy freight vehicles in Australia from a reported 0.1% to be closer to the global average of 2.0%, also leading to a lower average age of the heavy vehicle fleet.		