



National
Road Safety
Strategy

National Road Safety Strategy 2011-2020 Implementation status report

November 2016

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. The NRSS, now overseen by the Transport and Infrastructure Council, 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 number of road deaths and serious injuries by at least 30 per cent by 2020.

Following a comprehensive review of progress in 2014, an Action Plan for the three years from 2015 to 2017 was developed cooperatively by Commonwealth, state and territory transport agencies, and was endorsed by the Transport and Infrastructure Council in November 2014.

The National Road Safety Action Plan 2015-2017 (the Action Plan) details a range of priority national actions to be taken by governments over the three years from 2015 to 2017.

This report provides:

1. an assessment of overall progress 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. an update of the key statistical measures of progress outlined in the NRSS, for 2015.
3. a comprehensive report on the nineteen priority actions detailed in the Action Plan, including simple ‘traffic light’ indicators of progress.

Implementation responsibilities and coordination arrangements

Given Australia’s federal system of government, 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 Directions and specific 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 Transport and Infrastructure Senior Officials Committee through two cross-jurisdictional committees:

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

Overview

Progress towards the high level Directions

There is a considerable amount of activity underway relating to the majority of the high level Directions in the NRSS. Some of the identified Directions have proven difficult to influence directly and may require further investigation and targeted efforts in future, such as a reduction in the average fleet age in Australia, and the development of technology to combat driver fatigue.

Statistical progress

The primary statistical measures of progress under the NRSS are the annual numbers of road crash deaths and serious injuries. These and a range of other high-level outcome measures are used to track Australia's road safety performance over the 10-year life of the NRSS, relative to the baseline period of 2008–2010.

The NRSS also established a range of safety performance indicators to help assess progress in addressing specific road safety issues. These indicators are mainly, though not exclusively, based on national road crash data.

The Bureau of Infrastructure, Transport and Regional Economics (BITRE), in cooperation with state and territory agencies, has developed the National Crash Database to support these statistical measures of progress. The current status report draws on the fatal crash data in the database to report against most of the NRSS indicators. Measures of progress based on serious injury crash data will be included in future, once an adequate source of national serious injury data is established.

While these statistical indicators are an important tool for monitoring progress, it is also important to monitor changes in the broader operating environment. The NRSS notes that road trauma levels are influenced by a vast array of factors. Many of these – including changing economic conditions – are difficult to predict and are beyond the direct control of governments and road safety organisations. Road safety strategies therefore need to be alert to such challenges and flexible in their responses.

Statistical progress – key points

A later section of this report (page 17) presents the full set of NRSS outcome measures and performance indicators with latest available results. Key points are noted below.

High level outcome measures

In 2015, there were:

- 1,206 road crash deaths: a reduction of 15.4% relative to the baseline (1,426)
- 1,101 fatal road crashes: a reduction of 15.1% relative to the baseline (1,297)

The number of fatalities increased considerably in 2015 relative to 2014 (1,150), and the latest monthly national data¹ shows that this increase has continued, with 1,276 people killed in road crashes in the 12 months to August 2016.

Safety performance indicators

Fatality reductions in 2015 were considerably higher than average for the following categories:

¹ From the Australian Road Deaths Database

Statistical progress – key points

- Single vehicle crashes (-18.9%)
- Intersection crashes (-18.6%)
- Crashes on metropolitan roads (-17.9%)
- Young drivers and motorcycle riders (-35.3%)
- Drivers and motorcycle riders with a blood alcohol concentration (BAC) above the legal limit (-32.2%)
- crashes involving an unlicensed driver or motorcycle rider (-26.4%)
- vehicle occupants killed who were not wearing a restraint (-17.8%)

Fatality reductions were lower than average, or increased, for the following categories:

- Remote roads (-10.1%)
- Older drivers and motorcycle riders (+27.6%)
- Motorcyclists (-12.8%)
- Cyclists (-7.2%)

Action Plan implementation

The nineteen actions detailed in the Action Plan are grouped into four broad areas of activity under the following headings:

- Prioritising our investments in infrastructure
- Improving the safety of our vehicle fleet
- Encouraging safer road use
- Advancing the Safe System

The detailed status report commencing on page 20 of this document identifies the main jurisdictional responsibilities for each action item and provides a summary of progress to date. Colour-coded markers are used to indicate whether actions are progressing satisfactorily or whether they require more attention. 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 this status report, most Action Plan items have been coded yellow, indicating that action has commenced and is being progressed, while several have been coded green and are either complete or well advanced.
- A number of the actions involve initial research and investigation work that is needed to underpin effective road safety interventions. This work is mainly being progressed through the Austroads Safety Program. The status report identifies relevant projects that are planned or underway, as well as a number of projects that have been completed.

Prioritising our investments in infrastructure

- All states and territories have infrastructure treatment programmes in place that target the major crash types and vulnerable user groups. Ongoing efforts to implement Actions 1 and 2, which involve assessing risk in order to prioritise infrastructure treatments (see page 20), will be aided by Austroads work to facilitate the implementation of the Australian National Risk Assessment Model (ANRAM).
- The development of an assessment framework and training package to assist with translating Safe System knowledge and research into practice is well underway and the resulting workshops have been held in some jurisdictions.
- A planned review of road infrastructure safety programmes (including black spot programmes), with the aim of better aligning assessment methodologies with the Safe System approach, will commence later this year.

Improving the safety of our vehicle fleet

- The Commonwealth adopted a new Australian Design Rule (ADR), ADR 85/00, to mandate pole side impact occupant protection in December 2015, and Regulatory Impact Statements on motorcycle Anti-lock Brake Systems (ABS) and on heavy vehicle Electronic Stability Control (ESC) are under development.
- Australia is supporting the European New Car Assessment Programme (EuroNCAP) research on low speed Autonomous Emergency Braking and Lane Departure Warning Systems.

Encouraging safer road use

- The NHVR has implemented amendments to the Heavy Vehicle National Law (HVNL) and other measures to improve roadworthiness compliance, with the support of the NTC. The NTC has also released a discussion paper on strengthening speed compliance provisions, and the Transport and Infrastructure Council will consider the outcomes in November 2016.
- Some jurisdictions have begun trialling interventions to promote safer speeds following the completion of a project about building better community support for effective speed management.
- With the recent commencement of the WA interlock programme, all jurisdictions have alcohol interlock schemes in place for drink driving offenders. Victoria's new Road Safety Strategy and Action Plan includes a commitment to requiring interlocks for all drink driving offenders.

Advancing the Safe System

- Work by Austroads to establish an operational framework for Cooperative Intelligent Transport System (C-ITS) safety applications is progressing well and has been expanded to consider the support required for the deployment of automated vehicles.
- Most jurisdictions have implemented projects trialling and demonstrating the potential of various Safe System interventions to improve safety for vulnerable road users.
- The National Road Safety Partnership Program (NRSPP) has attracted a strong and growing level of participation from governments and the private sector.
- An Austroads pilot project to provide proof of concept for a national approach to linking police-reported crash data and hospital admissions data is progressing well. This work may provide a means to resolving the long-recognised lack of national serious injury data.

Abbreviations and other terms

ABS	Anti-lock 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 and traffic authorities
BAC	Blood Alcohol Concentration
BITRE	Bureau of Infrastructure, Transport and Regional Economics
C-ITS	Cooperative Intelligent Transport System
ESC	Electronic Stability Control
EuroNCAP	European New Car Assessment Programme
GIS	Geographical Information System
GLS	Graduated Licensing Scheme
HVNL	Heavy Vehicle National Law
NGTSM	National Guidelines for Transport System Management
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
Operation AUSTRANS	Nationally coordinated police operation targeting road safety issues in the heavy vehicle transport sector
Operation CROSSROADS	Nationally coordinated policing operation targeting a range of road safety offences in major holiday periods
RIS	Regulation Impact Statement
STF	(Austrroads) Safety Task Force
SUMV	Safe Use of Mobiles in Vehicles Working Group
SVSEG	Strategic Vehicle Safety and Environment Group
TISOC	Transport and Infrastructure Senior Officials Committee
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.	<ul style="list-style-type: none"> ■ All jurisdictions are making efforts to reflect and adopt Safe System principles in road design, construction and operation. ■ This overall Direction will be more fully realised over time with the ongoing development and adoption of revised national guidelines and standards. A number of current Austroads projects are contributing to this effort, including those described later in this report against Action 4 (development of a package to translate Safe System knowledge and research into practice). In addition: <ul style="list-style-type: none"> ○ A three-year research project, <i>Improving the performance of Safe System infrastructure</i> (AP-R498-15), examined road infrastructure elements identified as Safe System solutions, and the report was published in November 2015. ○ A project to identify and investigate low cost measures and new or innovative treatments to improve safety on locally controlled roads, <i>Safe system roads for local government</i> (AP-R518-16), was completed in April 2016.
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"> ■ Most jurisdictions have adopted Safe System principles for new road construction and upgrades and some have revised or are revising their road design standards. <ul style="list-style-type: none"> ○ An Austroads project to establish a Safe System Infrastructure assessment framework and training package is well underway (to be completed early in 2017) and a resulting series of workshops to be held across Australia has commenced. These workshops are intended to disseminate the findings of a number of research reports and support the implementation of Safe System practices into agencies.

Direction	Progress
<p>A substantial reduction in serious casualties due to run-off-road, head-on and intersection crashes.</p>	<ul style="list-style-type: none"> ■ All jurisdictions have implemented road treatments to target these crash types; including audible edge and centre lines, wider sealed shoulders, roadside safety barriers, roadside hazard treatments, and junction treatments. ■ Much of this work has been done through specific programmes with dedicated funding for certain crash types or interventions, including QLD's Targeted Road Safety Program, the NSW Safer Roads Program, Victoria's Safe System Road Infrastructure Program, and Regional Run-Off Road and Intersections programs in WA. ■ In response to a rise in road trauma in 2016, NSW re-prioritised existing Safer Roads Program funding to deliver infrastructure improvements to address increases in speed, fatigue and pedestrian fatalities. Resulting new sub-programs include a High Risk Curves Program, Fatigue Mass Action Program, and Safe Systems Pedestrian Program. ■ QLD introduced a new High Risk Roads approach to maximize investment on the 26 highest risk state roads, which are 1.4% of the length, but represent 10% of fatal and serious injury crashes. ■ Some states have recorded reductions in targeted crash types: <ul style="list-style-type: none"> ○ QLD has seen early indicators of success in reducing head-on crashes by an estimated 43% with its Wide Centre Line Treatment on the Bruce Highway (refer to the case study on page 16). ○ Evaluation of the Safe System Road Infrastructure Program in Victoria has shown an average 30% reduction in casualty crashes, 35% reduction in intersection crashes and 26% reduction in run-off-road crashes. ○ SA has seen 351 single vehicle run-off-road serious casualty crashes in 2015 compared to the 2010-2014 annual average of 360; and 238 intersection serious casualty crashes compared to the 2010-2014 annual average of 279.
<p>All levels of government to:</p> <ul style="list-style-type: none"> - 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 programmes 	<ul style="list-style-type: none"> ■ Most jurisdictions are using tools such as ANRAM and Australian Road Assessment Program (AusRAP) star ratings to assess risk on their road networks and to prioritise funds for road safety investment. See further reporting under Action 1 on page 20.

Direction	Progress
<p>All levels of government to:</p> <ul style="list-style-type: none"> - have adopted and applied the willingness-to-pay (WTP) methodology to value reductions in fatalities and injuries 	<ul style="list-style-type: none"> ■ Most jurisdictions have adopted willingness-to-pay values for road safety projects, which have recently been updated through Austroads' National Guidelines for Transport System Management (NGTSM) project, known as the Australian Transport Assessment and Planning (ATAP) Guidelines. ■ In the process of updating the Guidelines, Austroads has identified the need to conduct a new national WTP study which will establish values for travel time, reliability, and reduced crash risk.
<p>All levels of government to:</p> <ul style="list-style-type: none"> - be assessing the benefits and costs of safety treatments using a whole-of-life assessment 	<ul style="list-style-type: none"> ■ Most jurisdictions use a whole-of-life assessment when evaluating the costs and benefits of road safety treatments.
<p>All levels of government to:</p> <ul style="list-style-type: none"> - have accepted accountability and responsibility for the road safety performance of their networks in accordance with Safe System principles. 	<ul style="list-style-type: none"> ■ All jurisdictions have integrated Safe System principles into road safety project planning, and road authorities are continuing their efforts to increase understanding and acceptance of this accountability throughout their organisations and with local government. For example, VicRoads has a culture change and capability development strategy to embed Safe System thinking into the management of the road network, and Main Roads WA has launched a Road Safety Management System framework which is aligned with ISO 39001, the international standard for road traffic safety management systems. ■ An Austroads project to establish a Safe System Infrastructure assessment framework and training package is well underway (to be completed early in 2017) and a resulting series of workshops to be held across Australia has commenced. These workshops are intended to disseminate the findings of a number of research reports and support the implementation of Safe System practices into agencies.

Safe Speeds

Direction	Progress
<p>Speed limits that reflect a better balance between safety and mobility objectives.</p>	<ul style="list-style-type: none"> ■ Austroads <i>Model National Guidelines for Setting Speed Limits at High-risk Locations</i> (AP-R455-14) was published in March 2014. The guidelines represent a harm reduction approach and will inform future revisions of relevant Austroads Guides on speed limits. ■ Most jurisdictions continue to work to implement safer speeds in rural and urban environments, particularly on roads with a high crash risk. NSW and QLD are both planning Safe Systems-focused reviews to update speed zoning guidelines.
<p>A substantial improvement in overall compliance with speed limits, particularly on highly trafficked and/or higher-risk sections of the road network.</p>	<ul style="list-style-type: none"> ■ All jurisdictions maintain a continual strong focus on speed limit enforcement, and some have increased the number of fixed and/or mobile speed cameras to improve speed compliance in highly trafficked and high risk locations. QLD has increased the number of marked and unmarked police motorcycles, focusing on high risk locations ■ Some jurisdictions, including QLD and WA, are trialling and implementing point-to-point camera enforcement. ■ Some states reported reductions in vehicle speeds across both urban and rural roads (data was not available for all jurisdictions). The ACT has rolled out a programme of speed and volume surveys to assist in evaluating the impact of its road safety camera programme. ■ The report from an Austroads project <i>Public demand for safer speeds: identification of interventions for trial</i> (AP-R507-16), was published in February 2016, with this work expected to contribute to improvements in the longer term.
<p>Network-wide alignment of speed limits with the inherent risk and function of the road and roadside environment.</p>	<ul style="list-style-type: none"> ■ Most jurisdictions continue to conduct speed limit reviews, including 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.

Safe Vehicles

Direction	Progress
A regulatory system ensuring that proven safety design features and technologies are mandated in new Australian vehicles as quickly as possible.	<ul style="list-style-type: none"> ■ The Commonwealth works with the states and territories to pursue a strong and progressive programme of vehicle safety regulation. A pole side impact occupant protection standard (ADR 85/00) for new light vehicles was established in December 2015, and Regulation Impact Statements are being prepared for motorcycle ABS and heavy vehicle ESC.
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.	<ul style="list-style-type: none"> ■ All jurisdictions 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 the ANCAP program. ■ ANCAP reports that safety ratings are now available for 92% of new light vehicles sold (first half of 2016).
A reduction in the average fleet age in Australia.	<ul style="list-style-type: none"> ■ The national average fleet age for 2015 is unchanged from the previous year at 10.1 years and is slightly greater than the average in the baseline period of 10.0 years (2008 to 2010). ■ No specific action has been undertaken aimed at reducing fleet age, beyond the promotion of safer vehicles. Several jurisdictions support and promote the Used Car Safety Ratings which assist people to choose safer (and possibly newer) second-hand cars.
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.	<ul style="list-style-type: none"> ■ Some jurisdictions have worked directly with major fleet providers and vehicle manufacturers to promote the uptake of safer vehicles and to improve minimum safety standards on base models.
A substantial increase in the proportion of heavy vehicles with advanced braking systems and other safety technologies.	<ul style="list-style-type: none"> ■ The new ADR mandating ABS for heavy vehicles came fully into force in January 2015. The ADRs also set requirements for vehicles to have systems in place that support the further uptake of advanced braking systems such as ESC.
Significant improvement in the safety of the light commercial vehicle fleet.	<ul style="list-style-type: none"> ■ A new pole side impact occupant protection standard (ADR 85/00) applicable to light commercial vehicles was established in December 2015. ■ A new ADR mandating ESC for light commercial vehicles came into force in November 2015.

Safe People – Responsible road use

Direction	Progress
Australia will have a best practice graduated licensing scheme for novice drivers and riders.	<ul style="list-style-type: none"> ■ Following an Austroads project examining the effectiveness of different components of graduated driver licensing, NSW led the development of an Australian Graduated Licensing Scheme (GLS) policy framework, which provides guiding principles for GLS across all jurisdictions. ■ Some jurisdictions are reviewing their GLS for drivers and some have implemented changes to better align with the national policy framework. QLD is finalising its second evaluation, NSW has extended a ban on all mobile phone use to all provisional drivers, and the NT has strengthened its testing regime. ■ Following a discussion paper on GLS for motorcycle riders published by Austroads in November 2014 (AP-R469-14), several jurisdictions have initiated reviews of their motorcycle licensing arrangements. Tasmania is currently reviewing motorcycle training and safety programmes, WA is implementing recommendations from a 2015 review, QLD is implementing changes include mandatory pre-learner training, and Victoria continues to roll out its motorcycle GLS, with a new compulsory pre-learner training curriculum, and a new testing programme.
Increased use of effective protective equipment by motorcyclists.	<ul style="list-style-type: none"> ■ Most jurisdictions have either developed new campaigns or are reviewing their approaches to motorcycle safety, including the promotion of protective clothing. NSW is leading a national consumer information programme that will test and rate motorcycle protective clothing.
Substantially improved access to graduated licensing, and to vehicles with higher safety ratings, for Indigenous people.	<ul style="list-style-type: none"> ■ Some jurisdictions have developed specific licensing programs for remote areas (such as DriveSafe Remote in the NT, and On the Right Track Remote in SA), which include targeted assistance for Indigenous people and communities, to improve access to graduated driver licensing. Others provide assistance to disadvantaged young drivers more generally: NSW provides free access to its Safer Drivers Course to disadvantaged young drivers and Tasmania provides funding for learner driver mentor programs. ■ WA has distributed information on safer vehicles which meet the needs of people in remote areas, online and in brochure form; and is working with Aboriginal Corporations on safer fleet vehicle purchases.

Direction	Progress
<p>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.</p>	<ul style="list-style-type: none"> ■ All jurisdictions have implemented the <i>Assessing Fitness to Drive</i> guidelines which were released in 2012. ■ Jurisdictions 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. ■ NSW commenced an evaluation of older driver licensing in 2016. Other jurisdictions (SA, Victoria, WA) are supporting research projects looking at self-assessment, risk factors for older drivers and other issues. ■ A recent Austroads project, <i>Older Road Users: Emerging Trends</i> (AP-R530-16) investigated emerging trends to support the development of targeted countermeasures and the report provides policy recommendations.
<p>Development of suitable technology to combat driver fatigue.</p>	<ul style="list-style-type: none"> ■ NSW is testing a number of driver fatigue detection technologies and has also completed a trial of vehicle-based collision avoidance warning technology. This is expected to reduce unintended lane departures which are associated with driver fatigue.
<p>Road safety education resources will be developed and available to the pre-primary sector and all primary and high schools.</p>	<ul style="list-style-type: none"> ■ All jurisdictions have road safety education resources and programmes in place targeting children ranging from early childhood, primary and high school.

Safe People – Irresponsible road use

Direction	Progress
Elimination of driving while impaired by alcohol or drugs as significant contributors to road trauma.	<ul style="list-style-type: none"> ■ In all jurisdictions, enforcement of drink and drug-driving laws is a strong priority for police. Some have continued to expand their roadside drug testing operations. ■ With the commencement of WA's scheme in October 2016, all jurisdictions have alcohol interlock programmes in place for drink driving offenders. ■ Victoria has expanded its interlock programme to apply to all convicted drink-drivers whose licence is cancelled, and has now committed to apply interlocks for all drink driving offences. ■ The ACT launched a new campaign about drug driving and held a forum with stakeholders aimed at identifying new approaches to reducing drug driving. QLD ran drink driving education campaigns in 2014-15 and 2015-16. ■ Austroads research will continue to inform policy development in this area, including the a report on <i>Options for Rehabilitation in Interlock Programs</i> (AP-R484-15) published in March 2015.
Elimination of illegal mobile phone use while driving.	<ul style="list-style-type: none"> ■ Most jurisdictions are engaged in a range of activities to deter illegal mobile phone use including mass media campaigns, police enforcement activity and in some cases increased penalties. ■ Jurisdictions are working together through the Australian Road Rules Maintenance Group to consider changes required to ensure the road rules are responsive to deter dangerous use of mobile phones and other emerging in-vehicle technologies.
A substantial reduction in the rate of driving by those without a licence.	<ul style="list-style-type: none"> ■ Some jurisdictions are primarily pursuing this reduction through efforts to improve access to licensing in remote and Indigenous communities, as detailed above. ■ NSW has engaged a number of providers to assist disadvantaged communities with licensing, including through literacy, numeracy and computer skills; learner driver mentoring and access to vehicles; and debt management. NSW is also supporting the George Institute's 'Driving Change' community-driven programme which assists young Aboriginal people to navigate the licensing system. ■ QLD has expanded its Community Road Safety Grants program to encourage further learner driver mentor programmes and prioritise initiatives that target high risk and disadvantaged groups. ■ In addition to the DriveSafe NT Remote programme, the NT targets repeat unlicensed drivers with frequent licence checks, and collaborates with partners including local councils to extend access to licensing education and lessons while also developing pathways to employment through driving. ■ Automatic Number Plate Recognition (ANPR) is used to assist with identification of unlicensed drivers, and Victoria and QLD are expanding ANPR capability.

Direction	Progress
All vehicle occupants are effectively restrained.	<ul style="list-style-type: none"><li data-bbox="683 286 1441 315">■ Restraint use is part of enforcement operations in all jurisdictions.<li data-bbox="683 327 1441 421">■ Jurisdictions continue to conduct education campaigns targeting seatbelt compliance, particularly targeting awareness of correct use of child restraints.<li data-bbox="683 432 1441 492">■ Victoria and NSW both support the Child Restraint Evaluation Program which rates child restraints to inform consumers.

Case study – Wide Centre Line Treatment in Queensland

During 2015-16 Queensland continued to implement Wide Centre Line Treatment (WCLT) with Audio Tactile Line Markings (ATLM), with a focus on the Bruce Highway.

The installation of WCLT with ATLM provides a one metre separation between two opposing flows of traffic and helps to reduce the risk of high severity head-on crashes. It improves road safety by alerting the driver if they have strayed over the centreline and allowing a correction margin so they can return to their lane.

Work undertaken in 2015-16 increased the length of WCLT in Queensland to a total of 901km; 711km of which is along the Bruce Highway. This contributes to the goal to have 85% of travel on national highways in Queensland on three-star roads or higher by 2020.



Studies of the existing sections of WCLT along the Bruce Highway have estimated that there has been a 43% reduction in head-on crashes (ARRB, 2015)², with a predicted maximum reduction of 80% (Austroads, 2016)³. Head-on crashes are one of the most severe crash types and as such, these results are very promising for decreasing the Queensland road toll.

Case study – On the Right Track in South Australia

On the Right Track Remote delivers driver licensing services to Anangu residents of the Anangu Pitjantjatjara Yankunytjatjara (APY) and Maralinga Tjarutja (MT) Lands. In 2015, the On the Right Track Remote team made 17 trips to the APY and MT Lands in 10 months, visiting 10 communities and signing up 656 participants. By the end of 2015, 46 people had passed the Learner's theory test, 30 passed the Vehicle On Road test, 23 achieved a Provisional Licence, and 11 were granted a ministerial exemption.



² Luy.M., Affum, J & Cheung.H, 2015. "Bruce Highway Wide Centreline Effectiveness Evaluation", ARRB Group, 3 December 2015.

³ Austroads, 2016 "Guidance on Median centreline treatments to reduce Head-on Casualties" AP-R519-16, 7 June 2016.

Statistical Progress

High level outcome measures

Measure	Baseline (2008-2010) ⁴	2015	% Change
Number of deaths resulting from road crashes	1,426	1,206	-15.4%
Number of road crashes resulting in deaths	1,297	1,102	-15.0%
Number of deaths per 100,000 population	6.5	5.04	-22.5%
Number of deaths per 100 million vehicle-kilometres travelled	0.65	0.49	-24.8%
Number of deaths per 10,000 registered vehicles	0.91	0.67	-26.4%

⁴ Average annual number during the three-year period 2008 to 2010. Note the baseline figures shown here are rounded to whole numbers, but were not rounded to calculate percentage change calculations.

Safety performance indicators

Measure	Baseline (2008-2010)	2015 ⁵	% Change
<i>Safe roads</i>			
Number of deaths from head-on crashes	272	239	-11.9%
Number of deaths from single-vehicle crashes	655	528	-18.9%
Number of deaths from intersection crashes	301	245	-18.6%
Number of deaths from crashes on metropolitan roads	498	404	-17.9%
Number of deaths from crashes on regional roads	778	680	-13.6%
Number of deaths from crashes on remote roads ⁶	138	122	-10.1%
<i>Safe speeds</i>			
Number of deaths from crashes where speed was a contributory factor	N/A		
Mean free speeds at designated sites across the network	N/A		
Percentage of vehicles speeding by vehicle type and offence category	N/A		
<i>Safe vehicles</i>			
	Baseline (2008-2010)	2015	% Change
Average age of the Australian vehicle fleet (years) ⁷	10.0	10.1	+1.4%
Average age of passenger vehicles	9.7	9.8	+1.3%
Percentage of new light vehicles sold with a 5-star ANCAP rating ⁸	56% (2010)	86%	53.6%
Percentage of new vehicles sold with key safety features	N/A		

⁵ Uses data from the National Crash Database

⁶ Totals for metropolitan, regional and remote categories do not add to the annual totals because some fatalities could not be coded to a regional category.

⁷ Based on estimates from the annual Motor Vehicle Census, Australian Bureau of Statistics.

⁸ This data sourced from ANCAP.

Measure	Baseline (2008-2010)	2015⁹	% Change
<i>Safe people – responsible road use</i>			
Number of young driver and motorcycle rider deaths (aged 17-25 yrs)	222	144	-35.3%
Number of deaths from crashes involving a young driver or motorcycle rider (aged 17-25 yrs)	469	311	-33.8%
Number of older driver and motorcycle rider deaths (aged 65+ yrs)	114	145	+27.6%
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ yrs)	207	261	+25.3%
Number of motorcyclist deaths	234	202	-12.8%
Number of cyclist deaths	32	30	-7.2%
Number of pedestrian deaths	186	162	-13.1%
Number of deaths from crashes involving a heavy vehicle	252	212	-16.4%
<i>Safe people – irresponsible road use¹⁰</i>			
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above the legal limit ¹¹	143	101	-32.2%
Number of deaths from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above the legal limit ¹¹	205	134	-37.4%
Number of deaths from crashes involving an unlicensed driver or motorcycle rider ¹²	143	105	-26.4%
Number of vehicle occupants killed who were not wearing a restraint	216	177	-17.8%
	2010¹³	2014¹³	
Number of drivers and motorcycle riders killed who had an illegal drug in their system	53	47	
Number of deaths from crashes involving a driver or motorcycle rider who had an illegal drug in their system	84	81	

⁹ Uses data from the National Crash Database

¹⁰ Fatality counts for each of the following indicators are lower-bound estimates – due to a substantial number of cases with unknown values.

¹¹ Data excludes Victoria as BAC data were unavailable, and excludes Western Australia as licensing data (needed to determine legal BAC limit) was unavailable.

¹² Excludes data from Western Australia as licensing data was unavailable.

¹³ Excludes data from Victoria, Queensland, ACT and Western Australia. Data was not collected before 2010.

Action Plan 2015-2017 – Implementation status November 2016



Prioritising our investments in infrastructure



Complete or well advanced



Commenced and progressing



No significant action to date

No	Action	Responsibility	Implementation Status
1	<p>Prioritise and treat high-risk rural and urban roads, focusing on the main crash types and vulnerable road users.</p> <p><i>Implementation:</i></p> <p>Apply spatial analysis (e.g. severe injury rate/cost heat maps, ANRAM analysis) to identify and prioritise sections of rural corridors and urban locations with high collective risk (fatal/serious injury crashes), focusing on:</p> <ul style="list-style-type: none"> crashes at major intersections run-off-road crashes head-on crashes crashes involving vulnerable road users. <p>Treat identified locations with tailored Safe System measures, to minimise fatal/serious injury risks. This may include demonstration/evaluation projects of emerging Safe System solutions.</p> <p>Progress to be tracked with measures including: lane-kilometres and numbers of intersections treated, estimated savings in targeted fatalities and serious injuries, and programme expenditure.</p> <p><i>By end-2017:</i></p> <p>Jurisdictions have identified, prioritised and commenced treating the top 10% of priority locations.</p>	States and territories	<ul style="list-style-type: none"> Most jurisdictions have identified and prioritised high-risk sections of state and national networks based on the frequency and severity of casualty crashes, and are working to treat these locations. <ul style="list-style-type: none"> The ACT has assessed its arterial network to prioritise improvements, based on risk. NSW has assessed over 50% of its road network (for completion mid-2017), and prioritised its Safer Roads Program to target crashes involving speed, fatigue and pedestrians. QLD is targeting high severity crashes through its Targeted Road Safety Program, and also introduced a new approach maximizing investment on the highest risk state roads. With the Australian Government, QLD is delivering targeted safety treatments on the Bruce Highway and other national highways. SA is using ANRAM as the basis of a Geographical Information System (GIS) application to visualise output, and Austroads is managing a project to facilitate the national use of ANRAM. SA is identifying high collective risk rural roads and using the risk reductions as the basis of budget bids, and has also trialled innovative Safe System solutions. Victoria has used spatial analysis to identify key pedestrian cyclist crash locations and is identifying projects to treat these. Victoria has also identified high risk rural roads to address run-off-road and head-on crashes, with \$340 million dedicated to reducing deaths and serious injuries on these roads as part of the Towards Zero 2016-2020 Road Safety Strategy and Plan.

		<ul style="list-style-type: none"> ○ WA has completed risk assessment of state roads using a combination of personal and collective risk measures; and has launched a Road Safety Management System. ○ Tasmania has assessed its State Road Network, is working towards a minimum three-star AusRAP rating for Category 1 roads, and will set levels of service criteria – including a safety target – for all categories.
<p>2 Assess road safety risk on state and territory controlled roads carrying the highest traffic volumes.</p> <p>Implementation:</p> <p>Complete ANRAM model development, and establish a memorandum of understanding between road agencies and AusRAP on reporting and communication protocols for star ratings.</p> <p>Individual jurisdictions to select roads to be assessed using ANRAM, based on collective risk potential (i.e. traffic volume/crash rates).</p> <p>By 2016:</p> <p>Fully functional ANRAM model, meeting specification and scope requirements set by Austroads.</p> <p>By end-2017:</p> <p>Reports on infrastructure-related road safety risk, including risk maps, for 50% of the key routes in each state and territory.</p>	<p>States and territories</p>	<ul style="list-style-type: none"> ● QLD has completed AusRAP star rating assessments on all national and state roads, and NSW will complete its assessments in 2016-17, providing star ratings for all roads. ● Victoria has commenced coding its road networks for ANRAM assessment, and SA has completed coding the sealed rural road network and will produce AusRap star ratings. ● WA and NT have used ANRAM and other tools for certain route assessments, and WA is preparing for wider use of ANRAM and other risk assessment models. ● Austroads has completed a number of tasks to develop the ANRAM software, which is scheduled for completion in early 2017.

No	Action	Responsibility	Implementation Status
3	<p>Review road infrastructure safety programmes to establish best practice processes for identifying, prioritising and developing projects based on fatal and serious casualty reduction criteria.</p> <p><i>Implementation:</i></p> <p>Establish a national committee to examine the assessment methodologies used for Commonwealth and state infrastructure programmes, and to develop best practice recommendations that align with the Safe System approach, with a focus on reducing fatal and serious injuries crashes.</p> <p>Jurisdictions to review their programmes, guided by the committee's recommendations.</p> <p><i>By end-2017:</i></p> <p>Establish and implement best practice programme procedures.</p>	<p>Commonwealth States and territories</p>	<ul style="list-style-type: none"> An Austroads project to review and identify <i>Best Practice in Road Infrastructure Safety Programme Development</i> (SAG2090) will commence in the latter half of 2016 and is scheduled for completion in 2018.

No	Action	Responsibility	Implementation Status
4	<p>Establish an assessment framework and training package to help translate current Safe System infrastructure knowledge and research into practice.</p> <p>Implementation:</p> <p>States and territories, through Austroads, to develop an assessment framework and related package, including an accreditation process, summarising current Safe System infrastructure and speed management knowledge and research.</p> <p>Promote these widely, including through a programme of workshops.</p> <p>By 2015:</p> <p>Assessment framework, training package, and supporting guides developed, and accreditation process established.</p> <p>By 2016:</p> <p>Workshops and assessment framework established. Safe System Assessment framework in use in industry.</p> <p>By end-2017:</p> <p>Supporting materials feeding into updates to the Austroads Road Design Guides.</p>	<p>States and territories</p> <p>Austroads</p>	<ul style="list-style-type: none"> • This action is being progressed through three Austroads projects: <ul style="list-style-type: none"> ○ A project to develop a Safe System Assessment Framework for road infrastructure projects (AP-R509-16), completed in February 2016, provides a tool to determine whether infrastructure projects meet Safe System objectives. ○ <i>Translating Safe System Infrastructure Research and Knowledge into Practice</i> (SS2016) will produce a guidance document and a series of workshops for road practitioners outlining knowledge and research about designing, managing and operating roads and roadsides within a Safe System environment. The project is scheduled for completion by March 2017. ○ <i>Delivery of Safe System Infrastructure Workshops</i> (SO2061) is currently underway with a series of 15 workshops in Austroads member agencies to disseminate and explore the findings of the above projects as well as <i>Understanding and Improving Safe System Intersection Performance</i> (SS1960).
5	<p>Apply national willingness-to-pay values for infrastructure investment and other road safety project appraisals.</p> <p>Implementation:</p> <p>Finalise Austroads scoping study on options for establishing Australian willingness-to-pay values.</p> <p>Jurisdictions to consider and agree on implementation arrangements, which may include the longer term option of funding a comprehensive national study.</p> <p>By end-2017:</p> <p>Initial implementation of willingness-to-pay values based on available estimates and possible commencement of a comprehensive Australian study to produce updated values.</p>	<p>Commonwealth</p> <p>States and territories</p>	<ul style="list-style-type: none"> • Most jurisdictions have adopted WTP values for road safety projects. The WTP values previously developed by NSW have now been updated through Austroads' NGTSM Update project. • The NGTSM successor, the Australian Transport Assessment and Planning Steering Committee, has commenced a tender process for a new national WTP study, which will establish values for travel time, reliability and safety. A report documenting survey design decisions and outcomes, as well as recommendations for further stages of the broader study, is expected by March 2017.

Improving the safety of our vehicle fleet

No	Action	Responsibility	Implementation Status
6	<p>Mandate pole side impact occupant protection standards for new vehicles.</p> <p><i>Implementation:</i></p> <p>Prepare a regulatory package early in 2015.</p> <p><i>By early-2017:</i></p> <p>Adoption of an Australian Design Rule (subject to RIS outcomes).</p>	Commonwealth	<ul style="list-style-type: none"> In December 2015 the Commonwealth adopted a new ADR (ADR 85/00) for pole side impact performance which applies to light passenger vehicles from November 2017 and light commercial vehicles from July 2018.
7	<p>Mandate anti-lock brake systems for new motorcycles.</p> <p><i>Implementation:</i></p> <p>Prepare a regulatory package in mid-2015.</p> <p><i>By mid-2017:</i></p> <p>Adoption of an ADR (subject to RIS outcomes).</p>	Commonwealth	<ul style="list-style-type: none"> The Commonwealth is preparing a Regulation Impact Statement for consultation in late 2016.
8	<p>Mandate electronic stability control for new heavy vehicles.</p> <p><i>Implementation:</i></p> <p>Prepare a regulatory package in accordance with Heavy Vehicle Braking Strategy (HVBS) Phase II around end 2015.</p> <p><i>By end-2017:</i></p> <p>Adoption of an Australian Design Rule (subject to RIS outcomes).</p>	Commonwealth	<ul style="list-style-type: none"> The Commonwealth-funded study on the effectiveness of ESC for heavy vehicles in Australia was unable to proceed due to limited data for heavy vehicles equipped with ESC. A detailed survey was carried out with operators and maintainers regarding the reliability of advanced braking systems, and the Commonwealth is now preparing a regulatory package.

No	Action	Responsibility	Implementation Status
9	<p>Promote the market uptake of new vehicle technologies with high safety potential.</p> <p><i>Implementation:</i></p> <p>Jurisdictions to collaborate with ANCAP, industry and other stakeholders on the development and implementation of a promotional plan (coordinated through SVSEG).</p> <p>Targeted technologies to include Autonomous Emergency Braking, Lane Departure Warning and Intelligent Speed Advisory systems.</p> <p><i>By end-2017:</i></p> <p>Plan for promotional activities developed and implemented, with measurable increase in numbers/proportion of new vehicles equipped with targeted technologies.</p>	<p>Commonwealth States and territories (coordinated through SVSEG)</p>	<ul style="list-style-type: none"> • The Commonwealth (in conjunction with ANCAP) has provided funding for a EuroNCAP working group examining the effectiveness of low speed AEB and Lane Departure Warning Systems for light vehicles. • SVSEG is monitoring research on promising technologies, including opportunities for promotion.

Encouraging safer road use

No	Action	Responsibility	Implementation Status
10	<p>Strengthen speed compliance provisions in the Heavy Vehicle National Law (HVNL).</p> <p><i>Implementation:</i></p> <p>NTC to assess proposal to empower enforcement officers to ground heavy vehicles travelling 15 km/h or more over the posted speed limit; and to develop implementation options for consideration of Transport Ministers.</p> <p>NTC to progress related proposal to enable heavy vehicles travelling at speeds over 115 km/h to be deemed to have non-compliant speed limiters.</p> <p><i>Intermediate:</i></p> <p>Transport and Infrastructure Council to consider proposed implementation arrangements.</p> <p><i>By end-2017:</i></p> <p>Implementation of HVNL changes as agreed by Transport Ministers.</p>	NTC	<ul style="list-style-type: none"> The NTC's project to assess enforcement approaches to reduce speeding by heavy vehicles will consider options including the creation of a new sanction, grounding; or a simpler administrative process to effectively 'automate' existing penalties, through deeming speed limiters to be defective. A discussion paper addressing two proposals to encourage safer road use, by strengthening the speed compliance provisions of the HVNL, was released for consultation in May 2016. Ministers will consider the outcomes of this project in November 2016.

No	Action	Responsibility	Implementation Status
11	<p>Implement measures to improve heavy vehicle roadworthiness.</p> <p><i>Implementation:</i></p> <p>Examine the operation and effectiveness of periodic roadworthiness inspections, industry accreditation schemes, including the National Heavy Vehicle Accreditation Scheme (NHVAS), and other roadworthiness assurance practices.</p> <p>Develop recommendations for the implementation of a more effective national roadworthiness regime.</p> <p><i>Intermediate:</i></p> <p>Transport and Infrastructure Council to consider proposed improvements to heavy vehicle roadworthiness assurance processes.</p> <p><i>By end-2017:</i></p> <p>Implementation of arrangements as agreed by the Council.</p>	NTC and NHVR	<ul style="list-style-type: none"> • In November 2015, the Transport and Infrastructure Council agreed to a set of recommendations developed under the Heavy Vehicle Roadworthiness Program jointly established by the NHVR and NTC. These included amendments to the HVNL as well as a range of operational measures to be carried out by the NHVR to ensure more effective and efficient roadworthiness compliance practices: <ul style="list-style-type: none"> ○ Publication of the new National Heavy Vehicle Inspection Manual (December 2015), which was adopted by most jurisdictions by 1 July 2016. ○ An update of the NHVAS Business Rules, Audit Framework and Code of Conduct and delivery of national auditor training to support the new requirements. ○ Conduct of a national roadworthiness baseline survey. • In May 2016, the Transport and Infrastructure Council approved a draft Bill to amend the HVNL to: <ul style="list-style-type: none"> ○ insert a primary duty for parties in the chain of responsibility to ensure the safety of the party's transport activities relating to the heavy vehicle. ○ introduce enforceable undertakings, involving regulated parties being bound to take agreed steps (with penalties for failing) to rectify an identified shortfall in safety management, as an alternative to prosecution. ○ expand the scope of formal warnings for roadworthiness breaches, by introducing a new category of defect notice called a self-clearing defect notice for minor defects that do not warrant the mandatory clearance steps associated with existing defect notices. • The key benefits of these measures will be to provide greater powers to regulate roadworthiness in a more responsive, proactive manner.

No	Action	Responsibility	Implementation Status
12	<p>Implement programmes to build community understanding and support for effective speed management measures.</p> <p>Implementation:</p> <p>Austrroads project work will examine potential ways of building community understanding and identify suitable interventions to trial in one or more jurisdictions. Recommended interventions will be considered for trial implementation.</p> <p>By 2016:</p> <p>Completion of initial project work with recommended interventions to be trialled.</p> <p>By end-2017:</p> <p>Trial interventions to be initiated.</p>	<p>Austrroads States and territories</p>	<ul style="list-style-type: none"> • Austrroads has completed a project, resulting in the report <i>Public demand for safer speeds: identification of interventions for trial</i> (AP-R507-16), which identified evidence-based interventions for trial and evaluation. • Some jurisdictions are proactively trialling countermeasures that seek to improve community acceptance of safer speeds and promote the benefits of safer speeds.

No	Action	Responsibility	Implementation Status
13	<p>Expand the application of lower speed limits in areas with high pedestrian and cyclist usage.</p> <p><i>Implementation:</i></p> <p>States and territories to work with local governments and key stakeholders to identify candidate areas and progressively implement reduced speed zones.</p> <p><i>By end-2017:</i></p> <p>Increased kilometres of the road network where there is high pedestrian and cyclist activity, covered by lower speed limit zones.</p>	<p>States and territories in consultation with local governments</p>	<ul style="list-style-type: none"> • Most jurisdictions have implemented some additional lower speed limits in areas with high levels of pedestrian activity and/or cyclist usage, and are continuing to do so. <ul style="list-style-type: none"> ○ ACT: Previously implemented 40 km/h in town centres and similar areas and a new 20 km/h shared zone in the city; the new Road Safety Action Plan will consider further expansion of 40 km/h areas. ○ Victoria: Since the beginning of 2014, permanent 40 km/h speed limits were introduced on 74kms of declared roads and on 1800kms of local roads. With local government, Victoria is engaging with the community about the need for lower speeds on local streets. ○ SA: A recent review and update of speed limit guidelines includes a focus on lower speeds at locations with high pedestrian use; also implementing a variable speed limit zone on an arterial road to address pedestrian crashes (under the Australian Government Black Spot Programme). ○ WA: Since the beginning of 2015, speed limits have reduced from 50 to 40 km/h on ten roads in areas with high pedestrian and cyclist numbers. ○ NT: Speed limits on the Stuart Highway have been reduced where high pedestrian numbers are present; and in remote communities. The Darwin Bike Plan also promotes lower speed environments. ○ NSW: Continuing to roll out 40 km/h zones in high pedestrian activity areas (now numbering almost 200) and commenced evaluating all 40 km/h zones including 10,000 school zones. ○ QLD: Piloted Township Entry Treatments to improve speed compliance in rural townships, will install a further 300 flashing lights at school zones in 2015-18, enforcing lower speed limits at road works to protect workers, and commenced a multi-phase campaign to engage the community and build support for safe speeds.

No	Action	Responsibility	Implementation Status
14	<p>Continue to review and adjust alcohol interlock programmes to improve their effectiveness in addressing convicted drink driving offenders.</p> <p><i>Implementation:</i></p> <p>States and territories to review the use of alcohol interlocks for drink driving offenders.</p> <p><i>By end-2017:</i></p> <p>Jurisdictions to have reviewed their alcohol interlock schemes for convicted drink driving offenders and considered potential improvements.</p>	<p>States and territories</p>	<ul style="list-style-type: none"> All jurisdictions now have alcohol interlock programmes in place for drink driving offenders. The newly introduced WA scheme includes alcohol assessment and treatment component. Most jurisdictions are either currently reviewing effectiveness (Tasmania, SA, NT, QLD, SA) or have plans in place to do so (ACT). In 2014 Victoria expanded its programme beyond repeat and high BAC offenders to all convicted drink-drivers whose driver licence or learner permit is cancelled as a result of the offence. Victoria's new Road Safety Strategy and Action Plan (<i>Towards Zero 2016–2020</i>) makes a commitment to extend this to all drink-drivers over the legal limit.
15	<p>Strengthen national police enforcement operations to improve road safety compliance.</p> <p><i>Implementation:</i></p> <p>States and territories to work with ANZPAA to identify and implement improvements to national enforcement operations, including opportunities to strengthen Operation AUSTRANS and Operation CROSSROADS.</p> <p><i>By end-2017:</i></p> <p>Demonstrable improvements to enforcement operations and compliance outcomes.</p>	<p>States and territories</p> <p>ANZPAA</p>	<ul style="list-style-type: none"> ANZPAA is no longer responsible for facilitating national police enforcement operations focused on road safety, though some jurisdictions have continued to run Operations AUSTRANS and CROSSROADS individually. Police jurisdictions are continuing to take their own approaches to road safety activities based on intelligence and taking into consideration local knowledge, resources and needs. Targeted operations are conducted in all jurisdictions focusing on key priorities including speeding, drink driving, seatbelts and fatigue. Most jurisdictions participated in national education and awareness campaigns (Rail Safety, Fatality Free Friday, United Nations Global Road Safety Week). NSW, QLD and ACT have now included mobile phone offences in their double demerit schemes.

Advancing the Safe System

No	Action	Responsibility	Implementation Status
16	<p>Establish an operational framework to enable the introduction and operation of Cooperative Intelligent Transport System (C-ITS) safety applications in Australia.</p> <p><i>Implementation:</i></p> <p>Austrroads to lead the establishment of an operational framework, which will include licensing of radio communications, certification of equipment and services, and other supporting systems (e.g. security, privacy, positioning, etc).</p> <p><i>By end-2016:</i></p> <p>C-ITS deployment to be enabled so that equipment and applications fitted to new vehicles can be introduced and operated in Australia.</p>	Austrroads	<ul style="list-style-type: none"> • Through its C-ITS project (NT1785), Austrroads is leading the establishment of an operational framework to support the local deployment of C-ITS. • Following the publication of the report <i>Concept of Operations for C-ITS Core Functions</i> in March 2015, draft system requirements for Spectrum Management and Device Licensing, Standards Compliance, and a Security Credential Management System will be published during 2016-17. These are aligned with relevant developments internationally. • The Australian Communications and Media Authority (ACMA) is undertaking a formal spectrum allocation process for C-ITS use of the 5.9 GHz band. ACMA has developed a consultation paper and a proposed C-ITS device license for public consultation, and is targeting completion of its spectrum allocation process by the end of 2016. • Delays with the planned deployment to international markets of C-ITS using the 5.9 GHz band have occurred for a number of reasons, including challenges to use of the 5.9 GHz band; and further development work being required on security, coexistence with other users, and standards compliance. Deployment to international markets may not occur until 2018 at the earliest. • The Austrroads program has evolved to align with international developments and timing. Working closely with the NTC and the Commonwealth, Austrroads has also expanded and built upon the C-ITS program of work to consider the support required for the deployment of Automated Vehicles. • The COAG Transport and Infrastructure Council agreed in August 2016 to a National Policy Framework for Land Transport Technology and action plan to prepare Australia for emerging transport technologies such as automated vehicles. Work to get the right regulatory settings in place for automated vehicles and consider any necessary changes to infrastructure design and operation is already underway.

No	Action	Responsibility	Implementation Status
17	<p>Implement and promote a range of Safe System demonstration projects in urban settings, with a focus on the safety of vulnerable road users.</p> <p><i>Implementation:</i></p> <p>States and territories, in consultation with local governments, to identify candidate locations and initiate Safe System transformation projects.</p> <p>Jurisdictions to prepare case studies that will inform the development of Safe System transformation guidelines, and contribute to broader awareness of road safety needs in urban/transport planning.</p> <p><i>By end-2017:</i></p> <p>A range of demonstration projects to have commenced, with some progressed to completion.</p>	<p>States and territories in consultation with local governments</p>	<ul style="list-style-type: none"> • Most jurisdictions have implemented projects using Safe System treatments and principles to improve safety for vulnerable roads users. Examples include: <ul style="list-style-type: none"> ○ Both NSW and WA have trialled pedestrian countdown timers and are extending these to more locations. WA is also trialling flashing warning lights at parallel walk locations, is planning to pilot bicycle boulevards and has amended the road rules to allow all cyclists to ride on footpaths. ○ The NSW Safer Roads Programs allocates funding for pedestrian-specific Safe System demonstration projects and project identification is underway. ○ The NT has implemented a number of pedestrian and cycling infrastructure projects including off-road shared paths adjacent to major roads, while also promoting “Share the Road” messages to raise awareness of vulnerable road users. ○ SA has implemented a number of projects at locations with higher crash rates for pedestrians and cyclists (including raised intersection platform, wombat crossings). ○ QLD has a vulnerable road user package in its Targeted Road Safety Program, completed a vulnerable road user legislation review, awarded Cycle Network Local Government Grants to improve infrastructure for cyclists and pedestrians, and mandated minimum passing distances to protect bicycle riders.

No	Action	Responsibility	Implementation Status
18	<p>Encourage private sector organisations to implement best practice fleet and workplace safety policies.</p> <p><i>Implementation:</i></p> <p>Work with the National Road Safety Partnership Program (NRSPP) and state-based partnership initiatives to encourage road safety improvements in the workplace.</p> <p>Promote the benefits of alcohol interlocks as a key safety measure for vehicle fleets.</p> <p><i>By end-2017:</i></p> <p>Increased private sector participation in road safety partnership programmes, and demonstrated implementation of best practice road safety policies.</p>	Commonwealth States and territories	<ul style="list-style-type: none"> • The NRSPP has built up a considerable collection of both partners and resources, with nearly 1000 items structured around the Safe System pillars and over 1600 registered partnerships. There are 77 active partners involved in webinars, case studies and working groups. • The program has delivered 27 webinars and developed 24 case studies and a range of other papers. A significant number of case studies/webinars demonstrate substantial improvements in workplace road safety, and three webinars are being rebroadcast by Safe Work Australia as part of the Safe Work Month Virtual Seminar Series. • QLD and WA have now been included as Core Funders. • The NRSPP has four active Working Groups. Examples of their activities include: <ul style="list-style-type: none"> ○ The Utilities Forum brings together 20 companies with more than 35,000 vehicles from across Australia to benchmark their road safety systems, culture, performance and compare risk management. ○ In August 2016 the Safe Use of Mobiles in Vehicles Working Group (SUMV) released <i>A Guide to Developing an Effective Policy for Mobile Phone Use in Vehicles</i>, supported by a Business-to-Business Video, micro-site and range of supporting materials. SUMV is a collaborative working group of industry, motor associations, peak bodies, government, insurers and researchers. ■ NRSPP collaborated internationally with UK Driving for Better Business's (DfBB) for development of the Fleet Safety Benchmarking Project which was the foundation for the 2016 Utilities Forum.

No	Action	Responsibility	Implementation Status
19	<p>Examine and progress options to improve measurement and reporting of non-fatal and disabling injury crashes, particularly through the development of matched crash and hospital database systems.</p> <p><i>Implementation:</i></p> <p>Establish a national working group through Austroads to examine best practice options, review the position of individual jurisdictions, and develop recommendations for consideration and implementation.</p> <p><i>By end-2017:</i></p> <p>Recommendations developed and considered by all jurisdictions.</p>	<p>Commonwealth States and territories Austroads</p>	<ul style="list-style-type: none"> • This action is being progressed through an Austroads project, <i>A national approach to measuring non-fatal crash outcomes (SS2034)</i>, which involves the linking of police-reported crash data and hospital admissions data. • This pilot project will demonstrate the strengths and limitations of adopting a data linkage approach at a national level, and is expected to deliver proof of concept for the approach, and a single year of linked data. The project includes a review point in late-2016, and is expected to run until at least late 2017. • Progress has been made in obtaining ethics committee and custodian approvals for hospital admissions data. Requests to release personally identifying crash data have been sent to jurisdictions. Matching is planned to start for NSW and QLD once all required approvals are obtained.