

Safer Roads, Safer Queensland

Queensland's Road Safety Action Plan 2015–17





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Foreword

The Queensland Government's *Safer Roads, Safer Queensland: Queensland's Road Safety Strategy 2015–21* calls on everyone in our community – government, business and citizens – to:

- reject the notion that death and serious injuries are simply 'part and parcel' of using the roads
- consider all road activities from the viewpoint of safety
- understand that road safety is everyone's issue and everyone's responsibility
- take action, whenever and wherever, to improve safety on our roads.

The strategy commits to:

- expand our understanding of the 'road toll' to all fatal and hospitalised casualties
- adopt an ambitious long-term vision of zero road deaths and serious injuries, supported by interim targets
- entrench the mindset that the whole system must be safe at every level of road safety management, and develop solutions based on evidence and innovation
- drive a fundamental change in the culture and attitude to road safety.

Achieving these goals will be challenging, and will only be possible by dedicated planning and determined delivery. This first action plan under the strategy helps to guide the priority work required in 2015–17.

This action plan, like the strategy, was informed by experts at the Safer Roads, Safer Queensland forum, held in April 2015. We would like to acknowledge the insights of all participants at that forum, and the subsequent work of the Steering Committee which was established to help determine the way forward. In particular, we would like to thank Steering Committee members from Bicycle Queensland, the Centre for Accident Research and Road Safety – Queensland (CARRS-Q), the Motorcycle Riders' Association of Queensland (MRAQ), the Queensland Trucking Association (QTA) and the Royal Automobile Club of Queensland (RACQ). We also received excellent submissions from other stakeholders and members of the public surrounding the forum. It is only by drawing on the energy and ideas of Queenslanders that we will sustainably drive down the road toll.

To seize on the momentum of the forum, the Queensland Government is pleased to have already commenced implementing a number of priority outcomes. These include:

- prioritising motorcycle safety for new and returning riders, including a television and social media campaign in June 2015
- motorcycle licensing reforms, such as pre-learner training courses, to be considered in consultation with stakeholders, industry partners and the community
- introducing double demerit points for two or more mobile phone offences committed within one year, similar to current arrangements for repeat seatbelt, motorcycle helmet and high-range speeding offences

- launching a youth road safety innovation challenge to engage with 16–21 year olds by brainstorming key issues and innovative solutions, as the first step in broader engagement with young people
- forming a Citizens’ Taskforce to report back to government about complex road safety issues
- addressing dangerous unregistered and unlicensed drivers who are over-represented in crash statistics, with the Queensland Police Service investigating the expansion of Automatic Number Plate Recognition technology in police vehicles
- expanding training for road police officers to better detect and deter broader criminal activities, including enhanced drug driving operations across Queensland
- hosting a Queensland Road Safety Week in partnership with other stakeholders, to engage the community in important conversations about road safety.

The forum demonstrated that Queensland has a passionate base of committed stakeholders, with the ideas and energy to make a difference. Many other Queenslanders are also acting to improve road safety through their work and community involvement. Now, we invite all Queenslanders to join us in implementing this plan and taking action on serious road trauma.



Hon. Jo-Ann Miller MP

Minister for Police,
Fire and Emergency Services
and Minister for Corrective Services



Hon. Mark Bailey MP

Minister for Main Roads,
Road Safety and Ports
and Minister for Energy and Water Supply

Introduction

Queensland's first action plan under Safer Roads, Safer Queensland: Queensland's Road Safety Strategy

This action plan takes the first steps to implement *Safer Roads, Safer Queensland: Queensland's Road Safety Strategy 2015–21*. The strategy gives Queenslanders a fresh starting point for action on the road toll. We refuse to accept that road trauma is a normal, unavoidable consequence of travelling on the road that no one can really do anything about.

The strategy sets four guiding principles for road safety in Queensland:

1. The true road toll is broader than fatalities

We will expand our understanding of the 'road toll' to all fatal and hospitalised casualties.

2. We need an ambitious vision with interim targets to inspire and motivate action

We will adopt an ambitious long-term vision, supported by interim targets.

3. Safe System principles are the foundation for action

We will entrench the mindset that the whole system must be safe at every level of road safety management, and develop solutions based on evidence and innovation.

4. Road safety is everyone's issue and everyone's responsibility

We will drive a fundamental change in the culture and attitude to road safety.

These principles will guide a series of action plans, which will identify the activities to be undertaken throughout the strategy period. This action plan and those that follow will ensure that efforts remain focused on the strategy directions and position us to meet our targets, while being responsive to trends in the data, emerging challenges and ongoing developments in the research and evidence base, technology and capability.

This action plan is focused on new initiatives, and initiatives where improved road safety is a key objective. However, road safety efforts undertaken over 2015–16 and 2016–17 will not be limited to what is listed here. New and ongoing work in enforcement, infrastructure, licensing, registration, public engagement, research and local partnerships will still occur as part of ongoing programs to improve road safety by the Queensland Government and many other stakeholders.

Industry bodies, researchers, community organisations, and local governments all lead vital contributions to driving road safety improvement in Queensland through advocacy and advice, innovation and on-the-ground efforts. Representing the full range of these activities is beyond the scope of this action plan, but is crucial if Queensland's vision and targets for road safety under *Safer Roads, Safer Queensland* are to be achieved.

Our plan for 2015–17

This plan identifies six key ‘action areas’ to improve road safety and build the basis for ongoing, sustainable change, starting now.

Direct action areas

1. Education and engagement: Whole-of-life education helps everyone play their role in road safety.
2. Enforcement: Enforcement deters and detects, through highly visible or covert strategies, uses technology and is complemented by other efforts.
3. Technology: We harness the solutions that are already here or emerging.
4. Roads and roadsides: We invest in a protective road environment.

Supporting action areas

5. Research, data and innovation: We are positioned for sustainable improvement for the next road safety action plan, and beyond.
6. Governance and strategy: The right frameworks are in place to support effective road safety outcomes.

What action can I take?

This action plan belongs to Queensland and all Queenslanders can contribute. Building a strong, positive road safety culture in this state is not a job that rests with government and major stakeholders alone – it requires action from each one of us. We all use the road and can influence people in our lives and change behaviour for the better. The following activities are good examples of actions we can all take that can make a big difference.

Employers can:

- check that fleet management, workplace health and safety, fatigue management and other policies support the safety of employees while they are on the road – they are rested, not distracted and in a safe, fit for purpose vehicle.

Parents can:

- be their child’s first role model for safe driving – long before they gain their learner licence. You can start modelling good road safety habits now.
- stay involved with your young driver even after they are licensed to drive solo, and be their back up plan so they can avoid situations such as peer pressure to take risks on the road.

Communities can:

- get involved in local road safety programs through schools or other groups, and look into opportunities for funding from sources such as the Community Road Safety Grants program.

Everyone can:

- investigate opportunities to participate in local community programs, such as volunteering as a learner driver mentor for a disadvantaged young person.
- talk about road safety with friends, family and colleagues and on social media, and don’t be afraid to challenge others if needed.

Actions for 2015–17

Action Area 1. Education and engagement: Whole-of-life education helps everyone play their role in road safety.

#	Description	Lead and partners	Safe System cornerstone
Priority: Engage community, industry and other stakeholders in the solutions			
1.	<p>Drive a fundamental change in the culture and attitude to road safety. Make use of all available channels and opportunities to reach road users, including:</p> <ul style="list-style-type: none"> • state-wide advertising and social media campaigns • grant programs to empower communities and encourage local solutions to local problems • engaging with business, communities and other government agencies. <p>Education campaigns will continue to focus on high risk behaviours and road user groups, however topics for particular consideration include:</p> <ul style="list-style-type: none"> • increasing knowledge about the role of speed in crashes • encouraging the purchase of safer vehicles • increasing awareness of actions that employers and employees can take to reduce crashes • increasing awareness of parents as role models, and guidance as novice driver mentors • improving tolerance and courtesy among all road users, including vulnerable road users and heavy vehicles • increasing awareness of the correct use of child restraints • providing opportunities to share personal stories of road trauma. 	<p>QPS</p> <p>TMR</p>	All
2.	<p>Establish a Citizens’ Taskforce to make recommendations to government about complex road safety issues, such as how incentives could be used to encourage safe driving, including for young people.</p>	TMR	Road users
3.	<p>Host a Queensland Road Safety Week to engage the community in important conversations about road safety.</p>	<p>QPS</p> <p>TMR</p> <p>MAIC</p>	All
4.	<p>Sponsor the Driver Reviver Program at rest stops throughout Queensland to encourage motorists to take regular rest breaks.</p>	TMR	Road users

#	Description	Lead and partners	Safe System cornerstone
Priority: Educate, engage and equip young adults			
5.	Run a youth road safety innovation challenge to engage with 16–21 year olds, as the first step in broader engagement with young people.	TMR	All
6.	Sponsor leading road safety awareness programs such as Prevent Alcohol and Risk related Trauma in Youth (PARTY) and Docudrama to Queensland senior high school students.	TMR Queensland Health RACQ	Road users
7.	Partner with organisations delivering best practice road safety programs for senior school students through the Queensland Community Road Safety Grants program.	TMR MAIC	Road users
Priority: Tailor education and engagement to life stages and transitions			
8.	Refresh road safety resources for teachers and students to use during lessons, to ensure they are relevant and simple to access and use.	TMR DET	Road users
9.	Engage with people about road safety when they do business with the Queensland Government, such as when they get a licence or register a vehicle.	TMR	Road users
10.	Develop an online self-assessment tool to help older drivers and their families make safe decisions about driving.	TMR RACQ	Road users
11.	Investigate options to assist parents and carers to mentor and monitor newly licensed young drivers.	TMR	Road users
Priority: Integrate education, engagement and best practice in licensing			
12.	Roll out improvements to the Q-SAFE practical driving test state-wide and continue to enhance testing when trends are identified.	TMR	Road users
13.	Help young drivers improve their road safety knowledge and skills through online tools.	TMR	Road users
14.	Introduce an electronic app-based 100 hour learner logbook, including periodic reminders for learners to focus on certain driving situations such as night time, wet weather and highway driving.	TMR	Road users
15.	Investigate reforms to motorcycle licensing, such as introducing pre-learner training courses, to be considered in consultation with stakeholders, industry partners and the community.	TMR	Road users

Actions for 2015–17

Action Area 2. Enforcement: Enforcement deters and detects, through highly visible or covert strategies, uses technology and is complemented by other efforts.

#	Description	Lead and partners	Safe System cornerstone
Priority: Target high risk 'Fatal Five' behaviours			
16.	<p>Better manage speeds on Queensland roads, including through:</p> <ul style="list-style-type: none"> • rollout of radars on police motorcycles • enhance enforcement of speed limits at road works • installing ten new combined red light and speed cameras • implementing four new point-to-point speed enforcement systems • research and evaluation (including an evaluation of the Camera Detected Offence Program) • marked and non-marked police vehicles • regular speed surveys on the road network • trials of innovative strategies and technologies. 	<p>QPS TMR</p>	<p>Speeds Road users</p>
17.	Introduce double demerit points for two or more mobile phone offences committed within one year.	TMR	Road users
18.	Expand training for road police officers to better detect and deter broader criminal activities, including enhanced drug driving operations across Queensland.	QPS	Road users
19.	Investigate options to refer drink drivers to screening and counselling services.	<p>QPS TMR</p>	Road users
20.	Continue high visibility policing operations, like Operations Menzel (random breath testing), Plow (speeding, drink driving and distracted driving) and Barrier (Bruce Highway).	QPS	<p>Speeds Road users</p>
21.	Investigate drug driving in Queensland and consider the effectiveness of existing penalties and sanctions and other countermeasures such as diversionary programs.	<p>TMR QPS Queensland Health</p>	Road users

#	Description	Lead and partners	Safe System cornerstone
Priority: Target other risky behaviours on the road			
22.	Review penalties and sanctions for high risk offenders. This includes investigating a tiered or ‘escalating’ response to manage repeat offenders, for example, from sending information and advice to people who accumulate demerit points, through to removing their licence and case managing repeat offenders.	TMR	Road users
23.	Investigate the feasibility of enabling an employer to receive information about an employee who receives an offence notice while driving a company vehicle.	TMR	Speeds Road users
Priority: Ensure technology and infrastructure is in place to support enforcement			
24.	Address dangerous unregistered and unlicensed drivers (who are over represented in crash statistics) by investigating expansion of Automatic Number Plate Recognition technology in police vehicles.	QPS	Road users
25.	Upgrade remaining wet film mobile speed cameras to digital technology to enhance reliability.	QPS	Speeds
26.	Enhance roadside policing capability and efficiency through electronic ticketing.	QPS PBSA	Speeds Road users
27.	Ensure new road infrastructure builds and upgrades have facilities to support enforcement of safe speeds and other road safety behaviours, where appropriate.	TMR	Speeds
Priority: Improve safety for vulnerable road users*			
28.	Implement the outcomes of a vulnerable road user legislation review. This will include consideration of penalties for dangerous driving, careless driving and leaving the scene of an incident where the offence results in death or grievous bodily harm.	TMR	Road users
29.	Trial lower speed limits for vehicles in targeted locations to improve safety for vulnerable road users (pedestrians and bicycle riders).	TMR QPS	Speeds Road users

* Actions identified in other priority areas will also aim to enhance the safety of vulnerable road users.

Actions for 2015–17

Action Area 3. Technology: We harness the solutions that are already here or emerging.

#	Description	Lead and partners	Safe System cornerstone
Priority: Plan and implement emerging infrastructure technologies to make road use safer			
30.	Facilitate the early deployment of new vehicle technologies including Co-operative Intelligent Transport Systems (C-ITS) and autonomous vehicles and their application to enhancing the safety of pedestrians and bicycle riders.	TMR	Roads and Roadsides
31.	Implement Managed Motorways capabilities to improve safety and congestion management (such as variable speed limit and lane control signs).	TMR	Roads and Roadsides
32.	Make available over \$4 million over two years to expand the Emergency Vehicle Priority capability.	TMR PSBA	Roads and Roadsides
Priority: Influence the development and adoption of new safe vehicle technology in the Queensland fleet			
33.	As a member of Australasian New Car Assessment Program (ANCAP) and Used Car Safety Ratings (UCSR), expand the assessment programs to proactively cater for new vehicle safety and technology features.	TMR	Vehicles
34.	Maintain high minimum safety specifications for all new passenger and light commercial vehicles in the Queensland Government fleet, and channel safe vehicles into the local used vehicle market.	QFleet	Vehicles
Priority: Investigate opportunities to use technology to influence driver behaviour			
35.	Implement measures to reduce traffic congestion around rail level crossings in Brisbane, to also encourage safer driver behaviour.	TMR	Road users
36.	Work with the Taxi Council Queensland to trial an innovative smartphone technology that monitors driving performance, to measure the impacts of technology and safe driver incentives on driver behaviour.	MAIC TMR Taxi Council Queensland	Road users
37.	Advocate at the national level for the roll out of seatbelt interlock technology in vehicles.	TMR	Vehicles



Speed

Distraction

Drink Driving

Driving Tired

Seat Belts

5
ad **Policing**

Actions for 2015–17

Action Area 4. Roads and roadsides: We invest in a protective road environment.

#	Description	Lead and partners	Safe System cornerstone
Priority: Make available \$500 million over two years in projects for safer and more forgiving roads and roadsides			
38.	Through the Targeted Road Safety Program, make available \$300 million over two years in infrastructure safety measures targeting high severity crash sites on state-controlled and local government roads, including through the Safer Roads Sooner and Safety Mass Action subprograms.	TMR Australian Government	Roads and Roadsides
39.	Partner with the Australian Government to deliver over \$190 million for targeted safety treatments on the Bruce Highway, Warrego Highway, New England Highway and D'Aguilar Highway.	TMR Australian Government	Roads and Roadsides
40.	Work towards a 2020 target of achieving 85% of travel on the national network in Queensland on 3 star or better roads (as defined by AusRAP) through the investment programs detailed in actions 38 and 39 and other safety improvements.	TMR RACQ iRAP	Roads and Roadsides
41.	Improve safety for vulnerable road users by making available \$10 million to improve infrastructure safety specifically for bicycle riders and pedestrians and \$27 million over two years for the Cycle Network Local Government Grants program.	TMR Australian Government	Roads and Roadsides
42.	Install flashing lights in 200 risk assessed school zones.	TMR Schools Local governments	Speeds Road users

#	Description	Lead and partners	Safe System cornerstone
Priority: Support safe use of road infrastructure with other initiatives			
43.	Investigate and act on how to better inform drivers about high risk crash zones, including online resources.	TMR	Roads and Roadsides
44.	Review, update and publish online guidelines and deliver technical training in road planning and design.	TMR	Roads and Roadsides
45.	Provide further funding for infrastructure projects to improve safety for tourists travelling by road. The funded projects will include new and upgraded rest areas to help reduce driver fatigue.	TMR	Roads and Roadsides Road users
46.	Improve safety around vehicle breakdown incidents on major roads in Queensland.	TMR	Roads and Roadsides

Actions for 2015–17

Action Area 5. Research, data and innovation: We are positioned for sustainable improvement for the next road safety action plan, and beyond.

#	Description	Lead and partners	Safe System cornerstone
Priority: Improve understanding of serious injuries from crashes			
47.	Convene an expert panel to better understand serious injury data and targeted initiatives to reduce hospitalised casualties.	TMR CARRS-Q	All
48.	Develop options to improve the collection and access to injury and incident data relating to bicycle riding.	TMR QPS Bicycle Queensland	All
Priority: Undertake targeted research to improve understanding of key risk groups and behaviours			
49.	Evaluate the effectiveness of the alcohol ignition interlock program in reducing drink driving in Queensland.	TMR	Road users
50.	Research attitudes and perceptions about risk-taking among Queensland motorcyclists.	TMR	Road users
51.	Evaluate a model for a community-based learner driver mentor program.	MAIC TMR CARRS-Q	Road users
52.	Further evaluate the Queensland graduated licensing system and consider further options to improve young driver safety through education, training and licensing.	TMR	Road users
53.	Consider the outcomes from the CARRS-Q evaluation of the trial road rule that specifies minimum distances for motorists passing bicycle riders.	TMR	Road users



Actions for 2015–17

Action Area 6. Governance and strategy: The right frameworks are in place to support effective road safety outcomes.

#	Description	Lead and partners	Safe System cornerstone
Priority: Support the Safer Roads, Safer Queensland strategy and action plan with best practice frameworks			
54.	Monitor and regularly report on progress in delivering <i>Safer Roads, Safer Queensland: Queensland's Road Safety Strategy 2015–21</i> .	TMR	All
55.	Develop a research strategy to align with the priorities of the strategy and action plan.	TMR QPS MAIC External stakeholders	All
Priority: Collaborate with partners on targeted action for road safety			
56.	Implement a heavy vehicle safety action plan, including: <ul style="list-style-type: none"> making available over \$5 million to upgrade heavy and light vehicle rest areas on state controlled roads to help drivers manage fatigue encouraging companies to stipulate safe road behaviours in commercial contracts informing employees about the risks of driver distraction. 	TMR Heavy Vehicle Safety Working Group	All
57.	Investigate options to set up a Road Trauma Mitigation Fund to fund road safety initiatives.	MAIC	All

Acronyms

- AusRAP: Australian Road Assessment Program
- CARRS-Q: Centre for Accident Research and Road Safety – Queensland
- DET: Department of Education and Training
- iRAP: International Road Assessment Programme
- MAIC: Motor Accident Insurance Commission
- PSBA: Public Safety Business Agency
- QPS: Queensland Police Service
- RACQ: Royal Automobile Club of Queensland
- TMR: Department of Transport and Main Roads



