



Austroads

Austroads' Submission to the Joint Select Committee on Road Safety

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1. Introduction

Austroads welcomes the opportunity to make this submission to the Joint Select Committee on Road Safety. Our submission responds to the terms of reference for the inquiry.

Austroads is the peak body for Australasian road transport and traffic agencies. As an organisation owned by all Australia's roads or transport departments and the Australian Local Government Association, Austroads assist our members and Australia's local government agencies to adopt harmonised road safety practices.

1.1 Purpose of this submission

The purpose of this submission is to help inform the Committee of what we believe are the best steps that can be taken to reduce Australia's road accident rates. It does not necessarily represent the views of member organisations.

1.2 Who we are and what we do

Austroads is a company owned by the transport or roads departments of all Australian governments. We support the Australasian road transport and traffic agencies by:

1. supporting safe and effective management and use of the road system
2. developing and promoting national practices, and
3. providing professional advice to member organisations and national and international bodies.

Austroads members are collectively responsible for the management of over 900,000 kilometres of roads valued at more than \$250 billion, representing the single largest community asset in Australia and New Zealand.

Austroads' core activities are divided into four program areas, each managed by a Program Manager with extensive knowledge and experience within the road transport industry. These programs include a Safety Program.

Austroads outputs include the following products:

- *Guides* which are a reference for road authorities and promote national consistency and harmonisation. Austroads' member organisations have agreed to adopt Austroads Guides as the basis of their operation.
- *Research reports* and *technical reports* which are designed to generate new knowledge about a topic.
- *Applications* which are computer-based tools designed to help member organisations.
- *Other tools and services* which are a collection of miscellaneous activities to improve asset performance and road safety.

1.3 Austroads Safety Program

The strategic priority of the Austroads Safety Program is to design, build and manage road transport systems that will protect road users and reduce the number of deaths and serious injuries. The Austroads Safety Program includes the following work streams:

- National Road Safety Strategy priorities

- Understanding crashes and risks
- Safe Systems, incorporating safer road and roadside infrastructure, safer speeds and safer vehicles
- Driver licensing and vehicle registration
- Vulnerable road users, including pedestrians, bicycle riders, motorcycle riders, older people and indigenous people.

The main relevant outputs of the Austroads Safety Program are outlined below.

1.3.1 Guides

Austroads has produced two Guide series that are relevant to the inquiry.

Austroads Guide to Road Safety. The ten parts of the Guide to Road Safety examine the cost of road crashes and the duty of care of road agencies to provide safe travel. The Guide explains the advantages and disadvantages of different ways of measuring road safety. It also explains the Safe System along with the merits of an evidence-based approach to road safety countermeasures. The Austroads Guide to Road Safety is available at: <https://austroads.com.au/publications/road-safety/agrs-set>.

Austroads Guide to Temporary Traffic Management (AGTTM). While not developed by the Safety Program, the 10 parts of the AGTTM detail contemporary temporary traffic management practice for application in Australia and New Zealand. AGTTM aims to optimise the level of safety for employees and contractors working in or near traffic, combined with the need to provide a safe road environment for all road users. The AGTTM is available at: <https://austroads.com.au/network-operations/network-management/temporary-traffic-management>.

1.3.2 Research and technical reports

Austroads has a comprehensive range of research and technical reports on road safety. Recently released reports that may be relevant to the Committee are:

- *Local Government Road Safety Management Guidance*, that provides contemporary best practice methods on the development and implementation of road safety management frameworks suitable for local government agencies [<https://austroads.com.au/publications/road-safety/ap-r612-20>]
- *Inclusion of Recent Road Safety Research into the Guide to Road Design: Summary of Research Reports*, that summarises 30 Austroads reports and documents how their recommendations will be implemented.

All Austroads road safety publications are available at: <https://austroads.com.au/safety-and-design/road-safety>

1.3.3 Applications

The road safety software applications managed by Austroads and used by road safety practitioners include:

- *National Exchange of Vehicle and Driver Information System* (NEVDIS), which among other things exchanges driver information, including fines, between jurisdictions
- *Australian National Risk Assessment Model* (ANRAM), which provides a nationally consistent risk-based road assessment program, to identify road sections with the highest risk of severe crashes
- *Pedestrian Facility Selection Tool*, which assesses the viability of different types of pedestrian crossing facilities according to the parameters of a site
- *Road Engineering Safety Toolkit*, which is used by road engineering practitioners to assess best-practice, low cost, high return road treatments to reduce crashes

- *Road safety audit toolkit*, which is used to undertake road safety audits that provide Australasian and jurisdiction specific references and allow auditors to generate road safety reports.

1.3.4 Other services

Other road safety services provided by Austroads include:

- Hazard perception test videos, that are used by state and territory driver licensing agencies to measure a novice driver's ability to assess traffic situations and make safe driving decisions
- Austroads Safety Barrier Assessment and the related assessment panel that assess the crashworthiness and suitability of new road safety barriers, systems and devices
- Nationally approved training standards for those engaged in designing, installing and maintaining road safety barrier systems across Australasia including accreditation of training providers, which is currently under development.

2. Responses to Terms of Reference

2.1 Effectiveness of road safety services and programs, including Safe System

The effectiveness of road safety interventions can be assessed by a reduction in the number of serious crashes and a corresponding decrease in the number of fatalities and hospitalisations. The Bureau of Infrastructure, Transport and Regional Economics (BITRE), notes that there were 1,188 deaths in calendar year 2019 which was 4.7% (53 deaths) more than 2018.

The primary measure of success for the National Road Safety Strategy will be determined by the actual reduction in the numbers of deaths and serious injuries from road crashes.

Austroads' Safety Program collates lessons from jurisdictional practices and reviews overseas authority developments. Austroads documents these to guide jurisdictions in the many road safety treatments.

Attachment A provides a collated list of the research, reviews of practice, Guide updates, and updates of systems and implementation materials to support jurisdictional decision making.

Austroads has developed the *Safe System Assessment Framework*. The Framework considers key crash types that lead to fatal and serious crash outcomes, as well as the risks associated with these crashes (exposure to, and likelihood and severity of, risks). It provides prompts to ensure each pillar of the Safe System is considered. A treatment hierarchy is also provided to help identify the most effective treatments that might be used to minimise death and serious injury.

The Framework has been tested on a variety of projects and been found to produce results that not only identify compatibility with Safe System objectives, but also assist practitioners in assessing key elements of the Safe System. A copy of the *Safe System Assessment Framework* can be found at:

https://austroads.com.au/publications/road-safety/ap-r509-16/media/AP-R509-16_Safe_System_Assessment_Framework.pdf.

In addition, Austroads has released a report that provides a compendium of knowledge on Safe System treatments and identifies real world experience in the practical application of solutions that can mitigate crash severity. A copy of the report is available at: <https://austroads.com.au/latest-news/towards-safe-system-infrastructure>.

2.2 Impact of road trauma, including the importance of achieving zero deaths and serious injuries in remote and regional areas

The annual economic cost of road crashes in Australia is estimated at \$30 billion (more than 1,200 deaths and 30,000 serious injuries).

Road crash fatality rates continue to be unacceptably higher in regional and remote areas than major cities. Around one third of Australians live in regional or remote areas, but two thirds of fatal crashes occur in these regions. In regional and remote areas, the fatality rate is 12.2 deaths per 100,000 population in Australia, which is almost five times greater than the rate for major cities, at 2.6 deaths per 100,000 population.

Austroads Guide to Road Safety Part 5: Road Safety for Rural and Remote Areas provides practical guidance on the most effective responses to reduce road trauma in regional and remote areas. The purpose of this Guide is to examine the characteristics of crashes on regional and remote roads, identify the people who are most at risk of being involved in crashes in these areas, and identify measures and initiatives to eliminate harm on regional and remote roads. An assessment of regional and remote crash and casualty data, based on the average number of crashes occurring over the period 2012 to 2016, identified the following trends or issues:

- Injuries are skewed towards higher severity in regional and remote areas in both Australia and New Zealand, with higher proportions of fatalities and serious injuries observed than in major cities.
- In Australia, off path regional and remote casualty crashes are a significant problem.
- There is a peak in regional and remote casualty crashes between 2pm and 6pm
- The proportion of regional and remote crashes is slightly higher over weekends than through the week.
- A substantial proportion of regional and remote casualty crashes occurs on high speed roads, particularly those with a speed limit of 100 km/h or above, but also in regional/remote towns (i.e. speed limit of 50-60km/h).
- Passenger vehicles are most commonly involved in regional and remote casualty crashes.

Road Safety for Regional and Remote Areas was based on the Austroads research report *National View on Regional and Remote Road Safety*. This report provides a comprehensive investigation of the causes of road crashes in regional and remote Australia and gives strategic guidance to identify the best approaches to eliminate harm on the road network in these areas. This report can be accessed at: <https://austroads.com.au/publications/road-safety/ap-r603-19>.

The analysis revealed a number of key road safety issues in regional and remote areas (in addition to other issues) with countermeasures discussed for each issue within the Safe System framework:

- High incidence of single vehicle and head on crashes
- High levels of alcohol and illicit drug use, unlicensed driving, non-use of seat belts and driver fatigue
- Increased risk of crash and injury at higher speeds, and disparity between speed limits and the quality of the road and existing infrastructure
- Increasing incidence of crashes involving motorcyclists
- Higher burden of road trauma among Aboriginal people
- High incidence of older, less crashworthy vehicles
- Delays in post-crash emergency response.

The speed limits in regional and remote areas are high and do not necessarily reflect the risks of travelling on lower quality roads or in the absence of adequate infrastructure.

Austroads has developed a Network-wide Road Design User Guide which is expected to be released in coming months. This will provide all road infrastructure decision makers with the ability to use a simple and effective approach to determine sustainable road standards and safety treatments to achieve the safest network outcome. This work utilises the best road safety practices from around the world and provides easy access to this information to all road decision makers.

2.3 A Parliamentary Standing Committee on Road Safety

Land transport laws are mostly the responsibility of state governments, not the Commonwealth. Nonetheless, the Commonwealth can have a leadership role in national road safety. A Commonwealth parliamentary committee on road safety should therefore focus on two areas:

- Areas where the Commonwealth has responsibility, such as for vehicle standards and for the adoption and implementation of international treaties relating to road safety, and
- Identifying areas of successful road safety practice adopted by state, territory or local governments and making recommendations on ways to encourage the adoption of sound road safety practices Australia-wide.

The Austroads Road Safety Task Force, Road Design Task Force, Registration and Licensing Task Force and Safety Barrier Assessment Panel (comprising all relevant levels of government) will continue to support government with targeted and system-wide research, along with recommended practices for the industry. The Safety Program will also continue to provide a high level view of the aggregate approach to road safety for its members in Australia and New Zealand, and trends in the road safety context which are important in understanding the successes and challenges.

2.4 Measures to ensure state, territory and local government road infrastructure investment incorporates the Safe System principles

State governments have constitutional responsibilities for managing roads, although much of this responsibility is delegated to local government agencies. Accordingly, state or territory governments are mostly held accountable for road trauma in their jurisdiction. State and territory governments have the ability to create and apply road safety policy that will have the greatest effect in their jurisdiction, based on what works best.

State, territory and local governments are responsible for maintaining most of the more than 900,000 kilometres of roads in Australia. Local governments in particular need both the capability and capacity to incorporate Safe System practices into infrastructure spending decisions. In relation to capability, this could be through the development of additional road safety assessment tools, such as those provided by Austroads.

The soon to be published Network-wide Road Design Practice integrates Safe System principles, the latest safety treatments, speed management decisions and road dimensional guidance so any road authority can ensure that the safest road outcome will be delivered, given any level of investment. This world-leading research utilises the best practice from around the world to simply report for all corridors in a network:

- the pre and post fatality and serious injury rates from any given investment
- the pre and post star rating from any road infrastructure investment.

In relation to capacity, this could include expanding dedicated local government road safety infrastructure programs.

2.5 Road trauma and incident data collection and coordination across Australia

Road safety agencies and programs in Australia have long used numbers and rates of road deaths as the primary basis for assessing performance. However, as the proportion of fatalities stabilises, there continues to be a significant increase in the number of vehicle crashes that result in serious injuries. Therefore, mortality alone no longer constitutes sufficient evidence and indicators based on non-fatal road injuries are also required.

However, it is difficult to provide a nationally consistent assessment of non-fatal crashes in Australia. There is no universal definition of what constitutes a serious injury (although most jurisdictions use some measure related to hospital admissions). The practice of determining a serious injury and level of verification of serious injury varies between jurisdictions. In addition, definitions, practices and verification change over time within jurisdictions. Unlike fatalities, not all road crash serious injuries will be reported and recorded in police databases.

To help address this issue, Austroads has recently released a research report, *A National Approach to Measuring Non-fatal Crash Outcomes*. The aim was to provide a proof of concept for a national approach to supply routine data on non-fatal hospitalised road injuries for reporting progress against the National Road Safety Strategy 2011-2020 (NRSS) target of a 30% reduction. The report is available at:

https://austroads.com.au/publications/road-safety/ap-r599-19/media/AP-R599-19_A_National_Approach_to_Measuring_Non-fatal_Crash_Outcomes.pdf .

2.6 Recommending strategies, performance measures and targets for the next National Road Safety Strategy

The National Road Safety Strategy was supported by a series of National Road Safety Action Plans. Each of these supporting plans was developed through a comprehensive analysis of the road safety context, analysis of key interventions and acknowledgement of the cultural changes required to bring about a step change in road safety performance. These action plans provided greater significant guidance for jurisdictions on implementing the National Road Safety Strategy. Therefore, the next National Road Safety Strategy focus should be redirected to the more relevant and comprehensive actions contained in the action plans.

Under the existing National Road Safety Strategy governance arrangements, the Austroads Road Safety Task Force is responsible for monitoring and reporting on the implementation of the action plans. A comprehensive annual report on progress is prepared for Transport Ministers at the end of each calendar year and released publicly on the Transport and Infrastructure Council website. This monitoring and reporting function has provided a useful measure to maintain accountability for achieving the actions.

Austroads has undertaken predictive modelling on a range of interventions and their likelihood of reducing road trauma. As with all modelling, the Austroads Road Trauma Intervention Model relies on assumptions which impose limitations on the accuracy and reliability of the predictions. Nonetheless, Austroads is willing to share the predictions of this modelling on the interventions most likely to achieve significant improvements in road trauma with the Committee.

In addition, we are working with the Commonwealth's Office of Road Safety on ways to refine the model to better improve its effectiveness. This will involve modelling a predicted 'baseline' of road trauma trends. This modelling will inform a target setting for the new national strategy. This baseline modelling will consider:

- Past trends and future projections in road trauma, with regard to both fatalities and serious injuries
- Macro level economic, social, demographic, technological and environmental factors with a material impact on road safety, including the impacts of population growth, changes in travel exposure and/or changes in economic circumstances
- Relevant outputs from modelling conducted by some jurisdictions in the development of current and planned state level road safety strategies, recognising that jurisdictions have differing road safety programs and have used different modelling approaches.

An additional phase will predict the benefit of specific countermeasures. This could include the impact of changes to government policy or any future policy measures that may affect predicted fatalities and serious injuries, and the ability for outputs to be presented as intervention 'scenarios' for consideration by key decision makers.

2.7 Recommendations for the role of the newly established Office of Road Safety

Constitutional responsibility for road safety resides with states governments. However, the Commonwealth Government can play a leading role in relation to its responsibilities for vehicle safety. In addition, the Commonwealth can play a leading role in fostering the adoption of best practice road safety programs by state, territory and local governments through funding activities which will have the greatest benefit. Finally, as indicated in section 2.6, the Office of Road Safety can play a role in highlighting the effectiveness of intervention strategies and then targeting programs to achieve those strategies which have the greatest benefit. Their help with the predictive modelling has been of considerable assistance.

2.8 Other measures to support road safety

There are three other areas that the Committee may choose to examine, namely speed management, drug driving and driver distraction.

2.8.1 Speed Management

Greater application of enforcement practices can provide significant road safety benefits. For example:

- There is a 30% improvement in road safety performance for every 10km/h reduction in speed
- A 10% reduction in the speed limit will save 400 lives and thousands of serious injuries and will add less than 5 minutes to the average trip in Australia.

2.8.2 Drug Driving

Drivers' use of illicit drugs is recognised as a source of potential impairment and risk factor for crash involvement and injury. There is also evidence to show that illicit drugs are often used in combination with illegal levels of alcohol which can exacerbate the driver's level of impairment.

Early investigations into the presence of illicit drugs among drivers in road crashes in multiple jurisdictions estimated that up to 23% of fatally injured Australian drivers over a 10 year period were positive for one or more legal and illicit substances. Unfortunately, there is limited, incomplete national data on the incidence of illicit drugs among fatally injured drivers by region of crash.

Austroads has been supporting the Australian and New Zealand Policing Advisory Agency and the National Drug Driving Working Group on research to optimise the deterrent effect (both 'general' and 'specific') of drug driving enforcement.

2.8.3 Driver Distraction

Austroads has been working on ways to reduce the road trauma effects of driver distraction. International research suggests that between 2– 37% of road trauma involves driver distraction. Studies carried out in Australia suggest driver distraction is involved in 16% of road trauma.

Attachment A - Austroads Support - National Road Safety Action Plan 2018-2020 and Safe System Pillars (updated Feb 2020)

| Project Number | Safety Program Project Title (Road Safety, Road Design, Registration & Licensing, ASBAP, Barrier Accreditation) | NRSAP 2018-2020 Action | Safe System Pillars | | | | |
|------------------------|--|-------------------------|---------------------|-------|--------|----------|--------|
| | | | Roads | Speed | People | Vehicles | System |
| ROAD SAFETY TASK FORCE | | | | | | | |
| SAG6041 | Road System Management Tool: Part A Scoping (ANRAM Phase 2, Road Safety Engineering Toolkit, Road Safety Audit Toolkit and Safe System Assessment Framework) | | ✓ | | | | ✓ |
| SAG6043 | Speed Management – A compendium of effective countermeasures and strategies for government and the community (COMPLETE) | Priority Action 1 | ✓ | ✓ | | | |
| SAG6050 | Online Survey Report of Road Safety Practices (COMPLETE) | | | | | | ✓ |
| ST1869 | Implementation of the ANRAM (Australian National Risk Assessment Model) (COMPLETE) | Priority Action 1 | ✓ | | | | ✓ |
| SAG1871 | Vehicles as workplace: prospects for more effective application of workplace safety requirements to the management of motor vehicle use (COMPLETE) | | | ✓ | ✓ | ✓ | ✓ |
| SS2034 | A National Approach to Measuring Non-Fatal Crash Outcomes (COMPLETE) | Other Critical Action I | | | | | ✓ |
| SAG2060 | Finalisation of Part 6 of Austroads Guide to Road Safety – Road Safety Audit | Other Critical Action B | ✓ | | | | |
| SAG6128 | Optimising Drug Driving Deterrence Regimes (COMPLETE) | Priority Action 5 | | | ✓ | | |
| SAG6126 | An Australian Drink Driving Policy and Regulatory Framework (COMPLETE) | Other Critical Action F | | | ✓ | | |
| SAG6127 | Local Government Guidance Document and Webinars (COMPLETE) | | ✓ | | ✓ | | ✓ |
| SAG6129 | National View on Regional and Remote Road Safety (COMPLETE) | Other Critical Action J | ✓ | ✓ | ✓ | ✓ | ✓ |
| SAG6130 | Integrating Safe System with Movement and Place for Vulnerable Road Users (COMPLETE) | Priority Action 3 | ✓ | | ✓ | | ✓ |
| SAG6132 | A National Approach to Measuring Non-Fatal Crash Outcomes - Stage 2 | Other Critical Action I | | | | | ✓ |

| Project Number | Safety Program Project Title (Road Safety, Road Design, Registration & Licensing, ASBAP, Barrier Accreditation) | NRSAP 2018-2020 Action | Safe System Pillars | | | | |
|--|--|------------------------|---------------------|-------|--------|----------|--------|
| | | | Roads | Speed | People | Vehicles | System |
| SAG6145 | Review of the Guide to Road Safety and Structure for Online Access | | | | | | ✓ |
| SS2016 | Translating Safe System Infrastructure Research and Knowledge into Practice (COMPLETE) | | | | | | |
| SO2061 | Delivery of Safe System Infrastructure Workshops (COMPLETE) | | ✓ | | | | ✓ |
| SAG2090 | Best Practice in Road Infrastructure Safety Programme (RISP) Development (COMPLETE) | | ✓ | | | | ✓ |
| SS1960 | Understanding and Improving Safe System Intersection Performance (COMPLETE) | | ✓ | | | | ✓ |
| SSP6038 | Key Interventions to Reduce Road Trauma - Forecasting Potential Road Safety Gains (COMPLETE) | | ✓ | ✓ | ✓ | ✓ | ✓ |
| SSP6081 | Mitigating the Growing Drug Driving and Driver Distraction Risk (COMPLETE) | | | | ✓ | | ✓ |
| ST1770 | Investigation of treated black spots that did not achieve expected safety benefits (COMPLETE) | | ✓ | | | | |
| SS2035 | Safe System Infrastructure on Mixed Use Arterials (COMPLETE) | | ✓ | | | | |
| SS1955 | Older Road User Emerging Trends (COMPLETE) | | | | ✓ | | |
| SAG6221 | Revision Of The Guide To Road Safety - Part 6a: Implementation Of Road Safety Audits In The Context Of The New Part 6. | | ✓ | | | | |
| SAG6222 | Motorcycle Rider Perceptive Countermeasures | | ✓ | | ✓ | | |
| SAG6223 | National Prediction Model (for NRSS) | | ✓ | ✓ | ✓ | ✓ | ✓ |
| SAG6224 | Suicide In Road Transport | | ✓ | ✓ | ✓ | ✓ | ✓ |
| SAG6226 | Vehicles as a Workplace Deployment and Promotion | | | ✓ | ✓ | ✓ | ✓ |
| REGISTRATION AND LICENSING TASK FORCE | | | | | | | |
| SRL6042 | Improving Driver Licensing Programs for Indigenous Road Users and Transitioning Learnings to Other User Groups | | | | ✓ | ✓ | ✓ |
| SRL6046 | Online Survey Report of Registration and Licensing Practices | | | | ✓ | ✓ | ✓ |

| Project Number | Safety Program Project Title (Road Safety, Road Design, Registration & Licensing, ASBAP, Barrier Accreditation) | NRSAP 2018-2020 Action | Safe System Pillars | | | | |
|------------------------|--|-------------------------|---------------------|-------|--------|----------|--------|
| | | | Roads | Speed | People | Vehicles | System |
| SRL6083 | Development of Damage Assessment Criteria for a National Written Off Heavy Vehicle Register | | | | | ✓ | ✓ |
| SRL6102 | Safety Assurance System for Automated Vehicles – Impacts on Registration and Licensing | Priority Action 9 | | | ✓ | ✓ | ✓ |
| SRL6103 | National Interoperability Protocol for Digital Licences and Other Digital Products & Australia ISO Event (COMPLETE) | | | | ✓ | | ✓ |
| SRL6104 | National Privacy Impact Assessment of Road Agency Participation in the National Facial Biometric Matching Capability | | | | ✓ | | |
| SRL6134 | Overseas Driver Licensing Policy Review | | | | ✓ | | |
| SRL6140 | National Heavy Vehicle Driver Competency Framework Stage 2 Implementation Guidance (COMPLETE) | Priority Action 8 | | | ✓ | | ✓ |
| SRL2076 | Opportunities for Driver Licence Harmonisation (COMPLETE) | | | | ✓ | | ✓ |
| RS1854 | Better Management of End-of-Life Vehicles (COMPLETE) | | | | | ✓ | ✓ |
| RS1911 | Car and Motorcycle Hazard Perception Test – Phase 2 (COMPLETE) | | | | ✓ | | ✓ |
| RS2055 | Alternative Vehicles Motorised Mobility Devices (MMDs) – Australian Standard (COMPLETE) | | | | ✓ | ✓ | ✓ |
| SRL2077 | Driver licensing and barriers to Indigenous economic participation (COMPLETE) | | | | ✓ | | ✓ |
| SRL6217 | Heavy Vehicle WOVr (Co-Ordination of Pre-Implementation Development Tasks) | | | | | ✓ | ✓ |
| SRL6218 | Nationally Consistent Framework for Motorised Mobility Devices | | | | ✓ | | ✓ |
| SRL6254 | Data requirements to support the registration of automated and electric vehicles | | | | | ✓ | ✓ |
| ROAD DESIGN TASK FORCE | | | | | | | |
| SSP2068 | Road Cross Section Design for Road Stereotypes (including Network Safety Plans) and a Safe System | Other Critical Action B | ✓ | ✓ | | | ✓ |
| SRD6070 | Rollover crashes – road design risk factors and infrastructure solutions | | | | | | ✓ |

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|----------------|--|-------------------------|---------------------|-------|--------|----------|--------|
| | | | Roads | Speed | People | Vehicles | System |
| SRD6071 | Guide to Road Design – Revision of Part 7: Geotechnical Investigations and Design | | | | | | |
| SRD6045 | Inclusion of Recent Road Safety Research into the Guide to Road Design | Other Critical Action B | | | | | |
| TP2056 | Review Guide to Road Design Part 6: Roadside Design, Safety and Barriers (clearzones) | Other Critical Action B | ✓ | | | | ✓ |
| SRD6108 | Road Cross Section Design for Road Stereotypes – Review of Use in Network Safety Planning, Update Research Based on Operational Learnings | Other Critical Action A | ✓ | ✓ | | | ✓ |
| SRD6219 | Inclusion of Recent Road Safety Research into the Guide to Road Design Stage 2 | Other Critical Action B | ✓ | | | | ✓ |
| TT1965 | Fundamental Objectives of Road Design (COMPLETE) | | ✓ | | | | ✓ |
| TT1973 | Improved Railway Level Crossing Road Design for Heavy Vehicles (COMPLETE) | | ✓ | | | | |
| TP1848 | Revision of Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (COMPLETE) | | ✓ | | | | |
| TT1966 | Verification of Austroads' Design Criteria based on Objective Safety Evidence (COMPLETE) | | | | | | ✓ |
| TT1967 | Bicycle Safety at Roundabouts (COMPLETE) | | ✓ | | | | |
| TP2050 | Review of the Guide to Road Design: Part 4 Intersections and Crossings General and Part 4A Unsignalised and Signalised Intersections – impact of other related Austroads projects (COMPLETE) | | ✓ | | | | ✓ |
| TP1845 | Review of the Guide to Road Design Part 3 (COMPLETE) | | | | | | |
| TT1838 | Traffic impact estimation tool for small intersection projects including safety initiatives (COMPLETE) | | ✓ | | | | |
| SRD6107 | Update to the Guide to Road Design Parts 1, 2 and 8 (and Minor Updates to Other Parts) | | ✓ | | | | ✓ |
| SRD6220 | Multiple Small Amendments To The Guide To Road Design For Delivery Efficiency And To Accelerate Guidance To Practitioners | | ✓ | | | | |
| SRD6229 | Update Of Guide To Road Design Part 5: Drainage - General And Hydrology Considerations (Australian Rainfall And Runoff Alignment) | | ✓ | | | | ✓ |

| Project Number | Safety Program Project Title (Road Safety, Road Design, Registration & Licensing, ASBAP, Barrier Accreditation) | NRSAP 2018-2020 Action | Safe System Pillars | | | | |
|---|--|-------------------------|---------------------|-------|--------|----------|--------|
| | | | Roads | Speed | People | Vehicles | System |
| AUSTROADS SAFETY BARRIER ASSESSMENT PANEL (ASBAP) | | | | | | | |
| SBA6156 | Review of Public Domain Road Safety Barrier Transitions | | ✓ | | | | ✓ |
| SBA6159 | ASBAP - Process Automation, Database Upgrade and Data Migration (COMPLETE) | | ✓ | | | | ✓ |
| STY9808 | Support – Barrier Installation Steering Committee (LANTRA) | | ✓ | | | | ✓ |
| TAN3530 | Austrorads National Safety Barrier Assessment Panel – Operational Support | | ✓ | | | | ✓ |
| FUTURE VEHICLES & TECHNOLOGY TASK FORCE | | | | | | | |
| FSP6088 | Infrastructure Changes to Suit Automated Vehicles on Rural Roads and Urban Motorways and Freeways | Priority Action 9 | | | | ✓ | ✓ |
| FCA6138 | Feasibility of Integrating Advanced Driver Assistance Systems in Driver Education | Priority Action 9 | | | ✓ | ✓ | ✓ |
| FCA6239 | Vehicles and Technology Future State | Priority Action 9 | | | | ✓ | ✓ |
| NETWORK TASK FORCE | | | | | | | |
| NTM6021 | Safe System in the Guide to Traffic Management | Other Critical Action B | ✓ | | | | ✓ |
| NEF6116 | Exploration of Heavy Freight Vehicle Dimensions – Productivity, Safety and Other Considerations | Other Critical Action L | ✓ | | | | ✓ |
| OTHER | | | | | | | |
| POLICE & AUSTROADS | | | | | | | |
| - | National Road Safety Speed Enforcement Approach (COMPLETE) | Other Critical Action D | | ✓ | | | ✓ |
| NTC & QLD TMR | | | | | | | |
| - | NTC & QLD TMR Driver Distraction work | Other Critical Action E | | | ✓ | | |



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