

Committee Secretary  
Parliamentary Joint Select Committee on Road Safety  
Department of the Senate  
via email: [roadsafety.sen@aph.gov.au](mailto:roadsafety.sen@aph.gov.au)

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MEMBER OF



Dear Committee

Thank you again for the opportunity to appear before the Joint Select Committee on Road Safety on 22 July 2020.

The Australian Automobile Association is pleased to provide the following answers to additional Questions on Notice from the Committee regarding data, targets, speed management and road standards.

Yours sincerely

**Michael Bradley**  
Managing Director

*Encl. Australian Automobile Association – Answers to Questions on Notice*



**Joint Select Committee on Road Safety**  
**Australian Automobile Association - Answers to Questions on Notice**

- 1. Data: What nationally consistent data relating to vehicle accidents would you like to see collected, and which body should collect the data? Should the data be made public?*

The Commonwealth's own 2018 Inquiry into the National Road Safety Strategy 2011-20 emphasised the importance of data and recommended establishing a "national data observatory". The AAA believes the Commonwealth Office for Road Safety would be an appropriate body to collect, collate and publish nationally consistent information on road safety.

Improved data will produce better informed road safety interventions. It will support evaluation of the effectiveness of interventions and monitoring of key performance indicators in the next NRSS – improving transparency and accountability. It is vital that this information be made public. Public release of nationally consistent data will provide a number of benefits:

- allow for the evaluation, comparison and improvement of various approaches being pursued
- provide vital transparency and accountability for road safety performance at all levels of government
- enable road safety stakeholders to understand how their resources and efforts can be best targeted to road safety solutions
- raise public awareness of the seriousness of the road safety crisis (as we have seen with the publication of COVID-19 data).

The AAA would like to see the following data sets collected, collated and reported publicly by the Commonwealth:

**Casualty crashes**

Type of crash, location of crash, persons involved (age, sex, type of road user), number and severity of injuries, resulting hospitalisations (and outcome of hospitalisation), vehicle model/s and safety features, contributing factors (eg speeding, alcohol, drugs, fatigue, distraction, seat belt use), geospatial data on crash location (including any clusters of crashes)

**Road infrastructure**

Type/characteristics/speed limits of infrastructure, safety rating (AusRAP or ANRAM), traffic volume of different vehicle types and vulnerable road users, vehicle kilometres travelled, travel speeds by location

**Vehicles**

Age of the vehicle fleet, number/percentage of new vehicles sold with key safety features

**Licensing data**

Licence holders, licence disqualifications, recidivist offenders, novice drivers

## **Enforcement**

Types and quantity of enforcement (eg for speeding – number of mobile/fixed/point-to-point etc cameras), number of road users sampled and infringement outcomes (eg speeding, alcohol, drugs, distraction, seat belt use)

## **Speed across network**

Average speed across network (monitored over time), mean free speeds at designated sites across the network, percentage of vehicles speeding by vehicle type and offence category

2. *Targets: The 2018 Inquiry into the National Road Safety Strategy 2011-20 Report recommends the Commonwealth and states commit to an interim target of vision zero for all major capital city CBD areas, and high volume highways by 2030. Does your organisation support the Commonwealth and state governments adopting this target?*

The AAA is supportive of the next NRSS adopting ambitious road safety targets, to be achieved within specified timelines. However, the AAA strongly believes that in order for targets to be effective, there must be accountability placed on jurisdictions to report against and achieve the targets they commit to. The current National Road Safety Strategy's lack of transparency and accountability for jurisdiction's progress against the agreed targets must not be repeated, otherwise Australia risks falling well short of our targets yet again.

The Inquiry highlighted the importance of targets being time-bound and based on detailed modelling of existing and new road safety solutions applied on scale across the country. It is one thing to commit to an ambitious target, however the next NRSS and associated Action Plans must be clear and detailed on how these targets will be achieved.

3. *Speed Management: Does your organisation support the installation of point to point speed cameras on all Commonwealth funded roads in the future? Should the Commonwealth Government make the allocation of funding to the states conditional on this commitment being met?*

The Commonwealth's objective should be the improved safety of the roads it funds.

AAA member clubs support measures taken by state governments that improve road safety via the enforcement of speed limits, including point-to-point cameras. But rather than prescriptively tying Commonwealth funding to this specific technology, the AAA would prefer to see funding KPIs focused upon the improvement of each road's safety rating.

Depending upon a road's location, use, and traffic volumes, treatments that reduce risks associated with fatigue and/or distraction, may sometimes be more effective and affordable than point-to-point cameras. State and territory governments should be given flexibility to determine the safety intervention that most effectively and most affordably improves a road's safety rating and also held accountable by the Commonwealth for the attainment of agreed improvements.

4. *Road Standards: To what safety standard should all Commonwealth funded road projects be built? Should funding for projects be conditional on a particular safety standard being met?*

AusRAP methodology of assessing safety based on key attributes of road infrastructure is already being used by Australian state road agencies, however there is limited transparency over this information. The AAA believes it is vital that jurisdictions are compelled to determine and report the AusRAP star rating of roads on their road networks.

The characteristics of a road that make it safe for the occupants of a vehicle do not necessarily make it safe for other road users such as motorcyclists, cyclists or pedestrians. Separate AusRAP star ratings are able to be determined for vehicle occupants, pedestrians, cyclists and motorcyclists, however Australian agencies have tended to focus on star ratings for vehicle occupants only. The AAA would like to see road infrastructure assessed according to AusRAP protocols for each road user type.

To ensure Commonwealth-funded road infrastructure projects incorporate safe system principles, the AAA would like to see the following -

- the setting of a national policy target for the percentage of travel on roads of a particular star rating (for example, the National Road Safety Action Plan 2018-20 includes a target "to achieve 3-star AusRAP ratings or better for 80% of travel"). Commonwealth road funding should be aimed at delivering the target.
- the before and after star rating and the before and after fatality and serious injury estimates to be reported for all Commonwealth funded road projects.

The AAA recommends that state and territory authorities be incentivised to deliver agreed road safety actions and targets.