

Joint Select Committee on Road Safety
ANSWERS TO QUESTIONS ON NOTICE
Inquiry into Road Safety – September 2021
Infrastructure, Transport, Regional Development and Communications

Committee Question Number: RSQN001

Division/Agency: Surface Transport Policy/Office of Road Safety

Topic: Progress reports for prior National Road Safety Action Plans

Proof Hansard Page: pp. 2-3 (13 September 2021)

Hon Matt Thistlewaite MP asked:

Mr THISTLETHWAITE: On page 3 of your submission you discuss the National Road Safety Action Plans. I've been having a look at those plans. The submission says that the current set are being drafted at the moment. The last set of action plans—I'm assuming they're the ones I found online. There are nine of them?

Ms O'Neill: The 2017-2019 plan was the previous action plan relating to the last strategy—that was the last three years of the previous decade.

Mr THISTLETHWAITE: I have questions in relation to those plans, and you will probably have to take them on notice. Can you go through those nine action plans and, over time, report back to the committee on whether the actions in those plans have been achieved and what's been done with the states to ensure those action plans have been achieved.

Ms O'Neill: Progress reports on the previous action plans are already available. There is a report done against each action plan that has previously been put up...

Mr THISTLETHWAITE: That's good. Perhaps you could provide the secretariat a link to those progress reports so that we can have a look at them. That would be helpful.

Answer:

Progress reports on the previous National Road Safety Action Plans are published and available on the National Road Safety Strategy website at www.roadsafety.gov.au/performance

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Committee Question Number: RSQN002

Division/Agency: Surface Transport Policy/Vehicle Safety Policy & Partnerships
Topic: Regulatory improvements in heavy vehicle braking technology
Proof Hansard Page: p. 3 (13 September 2021)

Hon Matt Thistlewaite MP asked:

On page 12 of [your] submission, in the section titled 'Heavy vehicles', the last paragraph talks about regulatory improvements that have been made to heavy vehicle braking and stability. Presumably you are talking about AEB [Autonomous Emergency Braking]. Or is it other technology as well?

Answer:

Regulatory improvements to heavy vehicle braking and stability within the last decade include:

- Antilock Brake System (ABS) for heavy vehicles to help drivers control combinations when making emergency stops (and provide electrical power for ESC systems) – from 2014 (ADRs 35 and 38).
- Electronic Stability Control (ESC) for heavy vehicles to prevent rollover and loss of control – from 2019 for heavy trailers (ADR 38) and 2020 for heavy vehicles (ADR 35).
- Advanced Emergency Braking (AEB) for heavy vehicles to help drivers apply the brakes faster by detecting critical proximity to a vehicle in front, warning the driver of an impending collision and providing assistance with braking (proposed ADR 97).
 - The introduction of AEB for heavy vehicles has been delayed due to concerns about compatibility between a truck fitted with AEB and a heavy trailer not fitted with ESC.

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Committee Question Number: RSQN003

Program: Roads to Recovery

Division/Agency: Infrastructure Investment Division

Topic: Roads to Recovery Statement of Expectations

Proof Hansard Page: p. 5 (13 September 2021)

Hon Darren Chester MP (Chair) asked:

In relation to what you're doing, has the minister issued an updated statement of expectations around Roads to Recovery to ensure it's meeting your stated ambitions around road safety? I vaguely recall writing to all local government councils as minister several years ago with a statement of expectations about Roads to Recovery. Given some of the references that you've made about cycling routes and that type of thing, working with those local governments, which have responsibility for that expenditure, may assist our road safety ambitions.

Answer:

The Roads to Recovery (R2R) Statement of Expectations (SoE) sets out the Minister's expectations that Local Government Authorities (LGAs) consider directing more of their R2R funding to projects that are likely to reduce fatalities and serious injuries in crashes. The SoE also asks LGAs to work with the Department to improve the reporting of safety and other outcomes from the R2R Program.

The Department has incorporated key elements of the SoE into its administration of the R2R Program, including:

- Requiring LGAs to report on whether their R2R project is contributing to road safety when they request funding, and inviting them to provide a self-evaluation as to how the project has helped aid their community's road safety once their project has been completed and;
- Encouraging LGAs to focus on improving road safety outcomes when selecting projects through their observation of the R2R Program Procedures.

The SoE continues to work as intended, with LGAs consistently reporting projects that contribute to road safety.