

Joint Select Committee on Road Safety

Answers to Question on Notice

Monday, 20 July 2020

Austroads

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?

High quality, nationally consistent data about road safety and crashes is critical to help analyse regional and annual variations in deaths and injuries as well as to help inform national road safety policy and practice.

Austroads has been working with the Commonwealth Department of Transport and Infrastructure's road safety unit and the Bureau of Transport and Regional Economics (BITRE) to develop a model to collect nationally comparable data on injuries from vehicle accidents. Matching hospital records and police recorded crash records has been challenging to implement given the strict privacy controls on personal health records.

To improve the national consistency of data relating to vehicle crashes, the Committee could consider the role of the Productivity Commission in compiling nationally consistent data by working with an organisation such as Austroads.

Austroads is the collective of Australasian road transport and traffic agencies. One of our key roles is to help our members, including local government agencies, to adopt harmonised road safety practices. We coordinate nationally consistent road safety practices through the Austroads Road Safety Task Force.

The core functions of the Productivity Commission include performance monitoring and benchmarking of government services. These practices could be adapted to road safety. The Productivity Commission has extensive experience in working with state and territory governments to develop nationally consistent and publicly available data sets, despite the different collection systems in each state and territory. The most notable example of this is the annual Report on Government Services (RoGS). RoGS provides information on the equity, efficiency and effectiveness of government services in Australia by output, outcome and equity measures. RoGS includes a chapter on Police Services, which includes a section on road safety. This section covers only a small number of measures.

We believe it would be worth investigating if the Productivity Commission, in partnership with Austroads and our members could develop a set of road safety measures that would, over time, be equivalent to the United States Model Minimum Uniform Crash Criteria (MMUCC).

MMUCC was originally developed in response to requests by states in the US interested in improving and standardising their crash data. As with Australia, the United States lack of uniform reporting made the sharing and comparison of state crash data difficult. Different elements and definitions resulted in incomplete data and misleading results.

The MMUCC collects data about who was involved in a crash, where and when it took place, the circumstances and impacts of the crash, and why the crash happened.

It is possible that Productivity Commission and Austroads together with state and territory governments could develop uniform crash criteria for Australia.

- 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?**

Austroads supports a commitment to reduce the road toll for all major capital city CBD areas, and high-volume highways to zero by 2030. We also recognise the practical challenges of reaching that goal.

- 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?**

Austroads supports investment in road safety that will achieve the greatest benefit. All investment in road infrastructure and road safety involves the consideration of opportunity costs.

The 2018-2020 National Road Safety Action Plan identified that speed management (such as cameras) would provide the significant benefits in a relatively short-time frame, when compared to infrastructure where benefits may not be realised for four years due to planning, programming and project delivery timeframes.

Point to point (P2P) cameras ensure speed limits are being met over a journey. P2P cameras will be an important mitigation measure for the reduction of extreme high-risk offending which has become a focus point of authorities in recent times.

- 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?**

Commonwealth funded road projects should meet the safety requirements as contained in Austroads [*Network Design for Road Safety User Guide*](#). This guidance helps road managers, planners and designers to improve safety outcomes by applying consistent standards along a road corridor. The *Austroads Network Design for Road Safety User Guide* covers thirteen road stereotypes from rural highways to urban local access roads.

For each road stereotype, a range of cross-sections is presented with appropriate attributes. Each cross-section scenario has been assessed for crash risk using the International Road Assessment Program (iRAP) and the Australian National Risk Assessment Model (ANRAM).