

2021

**THE LEGISLATIVE ASSEMBLY FOR
THE AUSTRALIAN CAPITAL TERRITORY**

2021 ACT Road Safety Report Card

**Presented by
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Minister for Transport and City Services
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ACT
Government

ACT Road Safety Report Card 2021

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We acknowledge the Traditional Custodians of the ACT, the Ngunnawal people. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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Purpose of the report

This report card is produced by Road Safety Policy, within the Transport Canberra and City Services Directorate, as this area is responsible for coordinating and monitoring the implementation of the ACT Road Safety Strategy, associated Action Plans, and road transport reforms.

The Minister responsible for Road Safety in the ACT has tabled a report on the progress of ACT road safety in the ACT Legislative Assembly since 2012. This action is intended to promote awareness of road safety and demonstrate government commitment to reducing road trauma.

Reporting of road safety priorities aligns with requirements set out in the National Road Safety Strategy 2021-30 which requires all states and territories to report annually on road safety activities to reach the agreed Vision Zero targets.

The 2021 Report Card will be the first report against the new ACT Road Safety Action Plan 2020-23. The 2021 Report Card includes progress against ACT Road Safety Strategy 2021-25, ACT Road Safety Action Plan 2021-23, crash data and key initiatives since the 2020 Report Card was published.

Previous ACT Road Safety Report Cards can be found online at www.cityservices.act.gov.au/roads-and-paths/road-safety/strategies-and-reports

Executive Summary

The ACT Road Safety Strategy 2020-25 was released in late 2020 and outlines the Government's approach to road safety and the principles that will guide road safety policy in the ACT over the next five years. This report card includes data collected in 2020 to monitor progress to meet Vision Zero targets. This includes

- > 534 recorded crashes in 2020 resulting in 525 casualties and 7 fatalities.
- > 1.62 deaths per 100,000 population, lower than the National figure of 4.29.

Initiatives to improve road safety include

- > **25,000 streetlights** that self-report faults, 800 dull streetlight lamps replaced with LED fittings and the upgrade of the uninterrupted power supply to traffic signals.
- > **Focused road safety campaigns** on low level speeding, driver distraction, drink driving, new vehicle safety technology, and E-Scooter safety.
- > **Awareness activities** on the Kings Highway, Monaro Highway, back to school, National Road Safety Week, and Light rail safety.
- > **Distributing over \$250,000 across seven organisations** in the 5th annual Road Safety Fund Community Grants program.

- > **Signalisation of intersections** at Southern Cross Drive and Ross Smith Crescent, Southern Cross Drive and Chewing Street, Kuringa Drive and Owen Dixon Drive, Belconnen way and Springvale Drive. Restoration of road pavements on Northbourne Avenue, and traffic calming along Mawson Drive.
- > **Resealing 896,675 m² at over 185 sites**, resurfacing 202,296 m² at over 42 sites and micro surfacing covered an area of 64,379 m² at over 6 different sites.
- > **2 new mobile speed camera vans** and replacement of 10 fixed camera systems.
- > **Reduced speed limits to 40km/h** in Braddon, Canberra City, Tuggeranong, and Kingston.
- > **2,130 path inspections undertaken** with 12,300 m² of concrete path and related assets and 30,700 m² of asphalt paths were resurfaced in 2020-21.
- > **Walking and cycling connections** from Weston Creek to Woden, Kaleen High School, Lake Ginninderra, Lake Burley Griffin, Tuggeranong Town Centre, Lake Tuggeranong Connection and the Belconnen Bikeway.
- > **CCTV installed at 20 priority sites** for monitoring traffic flows and incident detection.



Introduction

The ACT Road Safety Strategy 2020-25 was released in September 2020 and outlines the ACT Government's commitment to improving road safety and reducing road trauma in the ACT.

The Strategy aligns with the framework provided by the National Road Safety Strategy and other ACT Government strategies and policies. The National Road Safety Strategy 2021-30 sets targets to reduce the number of people killed and seriously injured on our roads over the next 10 years, setting us on the path to achieve Vision Zero (zero deaths and serious injuries) by 2050.

The ACT Road Safety Strategy is based around four goals that establish the ACT Government's overarching road safety vision and sets the course for road safety related policy over the next five years. The four goals are:

1. Reduce serious and fatal crashes
2. Build a community that shares responsibility for road safety
3. Change road user attitudes and behaviour through education and compliance activities
4. Strengthen collaboration across Government and with stakeholders to improve road safety in the ACT

These goals are supported by guiding principles around the Safe System approach to road safety and reaching Vision Zero that underpin the implementation of the strategy and road safety related decisions.

Vision Zero acknowledges that deaths and serious injuries on our roads are preventable; they are not an inevitability. People will make mistakes, reinforcing the idea that the system must be created for humans, instead of trying to adapt and adjust humans to the system.

It is the role of Government to lead reforms and advances in infrastructure, regulatory frameworks, and awareness activities, that bring community organisations and road users along to create a safe and respectful road environment.

The Safe System approach provides the technical methodology and policy framework for achieving Vision Zero. The Safe System approach means that efforts must be made to manage the combined effects of the speeds at which we travel, the safety of the vehicles we use, and the level of protection provided by our roads – not only to minimise the number of crashes, but to ensure that when crashes do occur, they do not result in death or serious injury.

Nationally, Australia is adapting its approach to implementation of safe system principles by focusing on three key themes: Safe Road Use, Safe Roads and Safe Vehicles, with Safe Speeds applying across each of the key themes.

This strategy takes a holistic approach to road safety and acknowledges that transport solutions alone are not enough to see meaningful improvements in road safety outcomes. Policies and actions beyond the mandate of the transport sector are needed to influence a significant reduction in road trauma. This aligns with the commitment of national Infrastructure and Transport Ministers to a social model approach underpinning action plans of the **National Road Safety Strategy 2021-30**.

The ACT Governments will continue to design its road transport infrastructure based on safe system principles, but this alone will not be meet our Vision Zero commitment.

The ACT Road Safety Strategy is supported by Action Plans that describe ACT priorities and activities to be progressed within the context of goals and principles outlined in the Strategy to address Safe Road Use. The Action Plans build on existing road safety measures and identify key focus areas for the ACT Government. The first **ACT Road Safety Action Plan 2020-23** under this Strategy includes the following key focus areas:

- > distraction
- > drink and drug driving
- > vulnerable road users; and
- > speeding

The Safe System framework recognises that vehicle safety is crucial to road safety outcomes and attention must be given to advances in technology that will assist in keeping all road users safe, adopting improved vehicle safety standards, and increasing the uptake of safer vehicles. The ACT Government will continue to work collaboratively across agencies to safely introduce a range of options that people can use instead of a car, reducing congestion on our roads and the overall crash risk.

Our progress towards developing a Safe System road environment is highlighted in this report.



Implementation responsibilities, coordination and governance arrangements

The Transport Canberra and City Services (TCCS) Directorate is responsible for coordinating and monitoring the implementation of the ACT Road Safety Strategy and other related road safety policy reforms and commitments. Other agencies involved in the delivery of road safety initiatives are represented on the ACT Road Safety Taskforce and include ACT Policing, Health Directorate (HD), Education Directorate (ED), Chief Minister, Treasury and Economic Development Directorate (CMTEDD) and Environment, Planning and Sustainable Development (EPSDD) Directorate.

The ACT Road Safety Advisory Board (the Board) is responsible for monitoring progress and reporting on the implementation of the ACT Road Safety Strategy. The Board is made up of the Director-General of Transport Canberra and City Services as chair, two representatives of ACT CTP insurers, three road user representatives and two road safety experts (including a representative from ACT Policing).

The Board is supported by the Road Safety Taskforce and relevant sub-committees.

Statistical overview

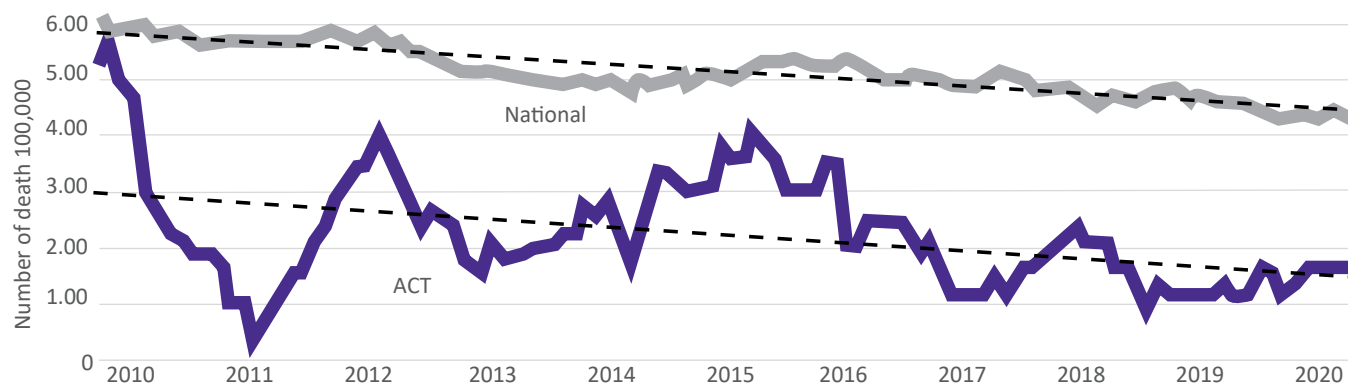
The primary statistical measures of progress under the National Road Safety Strategy are the annual number of road crash deaths and serious injuries. These measures and a range of other high-level outcome measures are being used to track Australia's road safety performance over the 10-year life of the national strategy. They are also being used to measure performance under the ACT Road Safety Strategy and are presented in this section of this report card.

This report outlines key 2020 ACT crash statistics. Detailed information on ACT road crash data is available in the annual ACT Road Crash Report which is online at www.cityservices.act.gov.au/roads-and-paths/road-safety/strategies-and-reports

Table 1. Crashes on ACT roads

Measure	2017	2018	2019	2020
On road fatal crashes	5	9	6	6
Fatalities resulting from on road crashes	5	9	6	7
On road injury crashes	579	587	582	534
Casualties received medical treatment	589	596	604	525
Casualties admitted to hospital	104	117	100	90
On road property damage crashes	7136	6988	6600	5220
Number of deaths per 100,000 population	1.22	2.14	1.41	1.62
Number of deaths per 100,000 population Nationally	4.96	4.54	4.71	4.29

Figure 1. Rates of deaths per 100,000 population 2010-20



Safety Performance Indicators – ACT Performance

Table 2. Safe Roads

Measure	2017	2018	2019	2020
Number of deaths from head on crashes	1	0	1	1
Number of deaths from single vehicle crashes	0	0	4	3
Number of deaths from intersection crashes	1	6	1	1
Percentage of all surveyed sites in the ACT where the 85th percentile speeds were contained within the posted speed limit	30%	49.1% (excl. school zones) 20% (school zone hours)	50.1% (excl. school zones) 12.9% (school zone hours)	40.5% (excl. school zones) 10% (school zone hours)

Table 3. Safe Vehicles

Measure	2017	2018	2019	2020
Average age of the ACT fleet (years)				
Light vehicles	5.49	7.7	7.88	7.95
Motorcycles	5.84	8.11	8.74	8.8
Heavy vehicles	7.06	9.7	10.14	9.83

The average age of passenger vehicles nationally in 2019 was 9.9 years

Table 4. Safe People

Measure	2017	2018	2019	2020
Number of young driver and motorcycle rider deaths (aged 17-25 years)	2	0	0	2
Number of older driver and motorcycle rider deaths (aged 65+ years)	1	0	2	1
Number of motorcyclist deaths	1	2	0	2
Number of cyclist deaths	1	1	0	0
Number of pedestrian deaths	0	2	2	0
Number of deaths from crashes involving a heavy vehicle	0	2	2	1
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above legal limit	1	1	0	0
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above legal limit	0	0	0	2
Number of drivers and motorcycle riders killed with a blood drug level	0	2	2	2
Number of deaths (not including the driver) from crashes involving a driver or motorcycle rider with a blood drug level	0	1	2	2
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	0	2	2	3
Number of vehicle occupants killed who were not wearing a seatbelt or restraint	1 x no seatbelt	2 x no seatbelt	0	1 x no seatbelt

Table 5. Safe Speed

Measure	2017	2018	2019	2020
Number of fatal crashes where speeding was a contributing factor	0	3	1	2

Table 6. How the ACT compares nationally

Measure	2017	2018	2019	2020
All Road User Death- ACT	5	9	6	7
Australia	1,222	1,134	1,186	1,106
Driver Deaths- ACT	2	2	4	3
Australia	566	521	570	543
Pedestrian Deaths- ACT	0	2	2	0
Australia	161	177	159	138
Motorcycle Deaths -ACT	1	2	0	2
Australia	211	191	210	190
Cyclist Deaths- ACT	1	1	0	0
Australia	39	35	39	42



Initiatives contributing towards a safe road system

Safe roads are one of the four elements of the Safe System approach that aims to achieve the goal of zero deaths and serious injuries on ACT roads. Human error is a factor in many crashes, but the road infrastructure can significantly reduce the chance that a crash will result in a fatality or serious injury.

Improved road design, upgrading roads, installing new signs, surfaces, road markings and barriers help reduce the risk and severity of crashes. The following projects build a safer road environment for all road users in the ACT.

Streetlighting and Signals

Insufficient lighting can discourage people from walking or cycling. Being able to see potential hazards in the path or road is a critical task for pedestrians and cyclists, and lighting can help make such hazards easier to spot. We also know that lighting can make vulnerable road users such as pedestrians and cyclists feel safer by making them more visible to drivers, reducing the risk of being hit by a vehicle. The fear of crime and perceived threat from others can also prevent people from travelling at night, but we know that lighting can increase feelings of reassurance and make people feel safer.

Smart City Street Lighting Network

Streetlight outages and faults have been historically identified through night-time inspection programs that cover ACT suburbs on a quarterly basis and through the Canberra community via Access Canberra and Fix My Street. However, more recently self-reporting of streetlight faults via the Smart City network is proving to be very successful. By the end of 2021 there will be approximately 25,000 streetlights reliably self-reporting. The Smart City network includes capabilities to automatically identify, detect and predict public lighting faults, provide real-time asset information, profiles demand and measures performance. This leads to greater efficiency when responding to and repairing streetlight related faults. The Smart Nodes are particularly useful for monitoring streetlight infrastructure such as pedestrian crossing lighting.

Streetlight Infill Program

This project will continue to improve and enhance lighting to provide safer public spaces and increase amenity across the ACT at locations identified through public requests.

This includes assessing the suitability of additional lighting in the locations identified in the "Woman's Safety Audit".

Replacement of dull streetlight lamps

There are a significant amount of streetlights that are not providing the specified illumination due to defective luminaires (light fittings). These luminaires were replaced with energy efficient LED fittings ensuring the optimal long-term cost benefits. 880 lights requiring an upgrade have been replaced in 2020-21.

Traffic Signal Uninterrupted Power Supply (UPS)

Priority traffic signal sites throughout Canberra will be upgraded with Uninterrupted Power Supply, to support the function of traffic signals in a power outage.

This upgrade will improve road safety for all road users, reduce congestion and improve travel times in the event of a power outage.

Black Spot Program

The ACT Government is working closely with the Australian Government in improving road safety across the Territory. Through the Black Spot Program, the ACT Government receives funding for road treatments to improve safety and reduce the associated social and economic cost of road trauma. The Black Spot projects target those road locations where crashes are occurring and by funding projects, such as traffic signals and roundabouts at dangerous locations, the risk of crashes is reduced.

The ACT Government received funding approval for two projects as part of the 2019-20 program:

- > The construction contract has been awarded for the signalisation of Southern Cross Drive/Ross Smith Crescent and Southern Cross Drive/Chewings Street.
- > traffic calming improvements along Mawson Drive between Athllon Drive and Ainsworth Street.

Road Duplications, Upgrades and Maintenance

The Movement and Place Framework is being applied to guide the development of a more integrated transport system. Better integration supports a range of customer and user group outcomes.

The duplication and upgrade of major arterial roads in the ACT ensures that these roads are designed to safely transport large volumes of traffic on roads that are engineered to reduce the seriousness of crashes. This in turn ensures the right mix of transport in the right locations to create places we can all enjoy.

Road duplication projects continue to be delivered across the city responding to the growth of new development areas such as Molonglo and North Gungahlin, as well as growth in established town centres.

Northbourne Avenue Pavement Rehabilitation

Restoration of road pavements on Northbourne Avenue included the removal of the existing road pavement, repairs to kerbing and stormwater drains, placement of new road pavement and line marking.

As part of these works, the on-road cycle lane was also improved. This work was completed to improve road safety for all road users.

Kuringa Drive/Owen Dixon Drive

The intersection of Kuringa Drive and Owen Dixon Drive has been signalised to improve safety and relieve congestion. This includes improved safety and crossing opportunities for pedestrian and cyclists and provides a shared path connection to Barton Highway.

The modification of the intersection from uncontrolled to controlled should result in a reduction of accidents occurring.





Belconnen Way/Springvale Drive

Six serious injury crashes and 42 property damage crashes were recorded at the intersection of Belconnen Way and Springvale Drive in Hawker from 2011 to 2017.

This project was funded jointly by the ACT Government and the Australian Government to address this as part of the Shovel Ready Infrastructure Investment Program.

The intersection has been upgraded with traffic lights to improve the safety of road users and establish a smooth flow of vehicles, reduce travel times, and lower the risk of accidents. The left turn lane from Belconnen Way to Springvale Drive has been realigned with a zebra crossing and a new pedestrian island while existing concrete medians have been upgraded and new line markings provided. New signalised pedestrian crossings, upgraded footpaths and kerb ramps will link the intersection to the surrounding path network, providing on-road cycle lanes on both sides of Belconnen Way at the intersection.

Launceston Street/Irving Street intersection

It is estimated that more than 4000 vehicles access this intersection per day, and this is set to increase with nearby residential developments in Woden. 31 Property damage crashes and one serious injury crash were recorded at this location from 2011 to 2017.

The upgrade included a controlled pedestrian crossing across Launceston Street and the continuation of the existing median islands converting Furzer Street into a left in/left out arrangement. A protected cycleway from Launceston Street, along Furzer Street and Corinna Street, and onto Callam Street was added and a raised area within the roadway to encourage motorists to slow down and to improve pedestrian and cyclist safety. A new signalised pedestrian crossing 75 metres east from the intersection provides safe access to the relocated bus stops. Motorists are responding well to the new traffic signals. Landscaping including grassing and shrubs completed the project.

The installation of traffic signals and associated improvements will reduce queue lengths and accidents experienced at this key intersection, including improving safety for pedestrians and cyclists.

This project is funded jointly by the ACT Government and the Australian Government as part of the Shovel Ready Infrastructure Investment Program.

Road maintenance and road resealing

Although road traffic injuries occur for a multitude of reasons, the condition of the road surface is an important factor in preventing crashes. A well-maintained road surface can provide a resistance to skidding, helping to reduce loss of control and rear end crashes. Each year, Roads ACT undertake a resurfacing program to prevent potholes and other pavement defects

During 2020-21:

- > bitumen resealing covered an area of 896,675 m² at over 185 sites;
- > asphalt resurfacing covered an area of 202,296 m² at over 42 sites; and
- > micro surfacing covered an area of 64,379 m² at over 6 different sites.

Roads ACT has repaired over 6,375 potholes and undertaken approximately 11,760 m² of hot asphalt patching work in the 2020-21 financial year. This is an increase of approximately 134% in potholes and 391% in hot asphalt patching work compared to the 2019-20 financial year.

In addition, approximately 58,700 m² of planned asphalt patching work was completed in preparation for the bitumen resealing program.

Programs and projects in focus areas to address safe road users

Distraction

There are four types of distraction: physical, visual, auditory, and cognitive. Driver distraction is any action that takes a driver's attention away from the road or impacts their driving ability and can result in inappropriate speeds, lane deviations and a delay in reaction time. Even when a driver's eyes are off the road for just two seconds, a vehicle moving at 60km/h travels more than 33 metres. The average person's time to react to an event is 1.8 seconds. This means nearly four seconds can pass before the average distracted driver can react to a hazard, increasing their risk of a serious crash.

Leave your phone alone

Texting, browsing or email on a phone is as dangerous as drink driving. Drivers who look at mobile devices while driving are three times more likely to be involved in a crash than non-users. Texting, browsing, and emailing on a mobile device while driving increases a crash risk by ten times. Too many Canberrans aren't aware of this and it continues to be a major contributor to road crashes in the ACT. To address this, TCCS ran a Driver Distraction Awareness Campaign over three months from June 2021. The campaign aimed to increase driver awareness and educate the community of the dangers of using a mobile device while driving through social media, newspaper, television, website, road infrastructure, bus backs and radio. The campaign is a key part of preparing the ACT community for the introduction of Mobile Device Detection Cameras by early 2022. The Motor Accident and Insurance Commission contributed funding towards this campaign.



Introduction of Mobile Device (Phone) Detection Cameras

The ACT Government is advancing work to introduce mobile device detection cameras into the Territory in early 2022, as part of the ACT's existing Road Safety Camera Program. The use of mobile devices while driving reduces road safety for all road users. Mobile Device (Phone) Detection Cameras will improve road safety by reducing driver distraction and changing community behaviour.

Legislation to introduce these cameras was passed on 22 June 2021 and commenced operation on 12 August 2021. The legislation was developed closely with the ACT Human Rights Commission and the Privacy Commissioner to ensure the full consideration and management of privacy and human rights implications.



Drink and Drug Driving

Drink driving is a significant road safety issue as it affects judgement and decision making and is often involved with other unsafe habits such as not wearing a seatbelt or speeding. It can also increase the effects of fatigue.

This is underscored by the high proportion of motorists injured in motor accidents in the ACT with some blood alcohol reading. Further, from 2017 to 2020, the proportion of driver and motorcycle riders killed in the ACT with a blood alcohol concentration above the legal limit was 14.8% of all deaths; however, national data suggests that alcohol is a contributing factor in up to 30% of fatal crashes, with 1 in 4 drivers or riders killed exceeding the legal limit.

Like all Australian jurisdictions, the ACT has a zero-tolerance approach to drug driving. There is a range of significant evidence linking drugs to elevated crash risk. Drug use can slow down a person’s reaction time, causing a distorted view of time and distance. Drugs can also stimulate a person’s nervous system which can lead to a reduced attention span, and the sudden onset of fatigue as the stimulant effects wear off. A person who drives or rides with drugs in their system can make dangerous decisions, increasing the chance they’ll harm themselves, their passengers, or other road users. A driver or rider with drugs recorded in their system was involved in 40% of all fatal crashes in the ACT from 2017 to 2020.

In 2020, 1,621 driver licences were disqualified for drink and drug driving offences.

Drink or Drive Choose one!

Drink driving is one of the key factors in road fatalities in the ACT.

This drink driving campaign highlighted the potential dangers of drinking and driving. This campaign is targeted at men aged between 30 and 55 to raise awareness to the fact that even a small amount of alcohol in a person’s system can affect their driving ability and result in a crash.

Evidence shows that casualty crash risk doubles when driving with an alcohol level of 0.05, and the risk of fatal crashes increases even more sharply. Alcohol can slow reaction time, dull cognitive functions, and reduce attention span and visual acuity. It is a risk for all road users, not just the driver, rider, or operator of the vehicle.



Alcohol Interlock Program

A person convicted in the ACT of high range (0.15 BAC or higher) drink driving offence, or who has two previous drink driving offences in the past five years, or who refuses a breath or blood sample, will be subject to a mandatory interlock condition on their driver licence, following a period of licence disqualification.

If a person does not fall into the mandatory interlock condition category, they may apply for a probationary licence with interlock condition immediately after the court imposes a disqualification and the required drug and alcohol awareness course has been completed.

In 2020, 226 alcohol interlock conditions were imposed on a licence in the ACT.

Alcohol and Drug Impaired Driving

Alcohol and drug impaired drivers pose the highest risk on our roads. Removing these drivers reduces the potential for serious injury or fatal collisions.

Roadside alcohol or drug screening can happen anywhere any time on any road by an unmarked police vehicle. If you drive under the influence of drugs or alcohol, you will be caught.

ACT Policing charged 902 people with drink driving offences from July 2020 to June 2021 compared to 824 in the same period the year before. Drug driving charges have reduced from 852 in the period from July 2019 to June 2020 to 767 drivers charged in the period July 2020 to June 2021.

Vulnerable Road Users

Vulnerable Road Users are generally those road users that have little or no protection in the event of a collision. The term includes pedestrians, cyclists and motorcyclists but also extends to other road users who have a specific characteristic that makes them vulnerable, for example, older drivers and children. From 2017 to 2020 the ACT recorded 5 motorcycle fatalities, 4 pedestrian fatalities and 2 cyclist fatalities. Four fatalities recorded the driver or motorcycle rider in the older age bracket (over 65 years) and 4 fatalities in the younger age bracket (17-25 years)

Back to school 2020-21

TCCS in collaboration with other ACT government directorates conducted regular 'Back to School' campaigns during 2020-21 to ensure parents and students were aware of transport options, fares and MyWay information, as well as road safety in school zones.

The campaigns highlight ways to keep students safe on their way to and from school, highlighting things such as knowing the bus/light rail route and which stop they require, how to stay safe around buses and the light rail, information on part way drop off points to reduce congestion at schools and where to find information on walking or riding to school safely.

The back-to-school campaigns alerted drivers to the 40km/h school zones that are in operation between 8am and 4pm on school days which are in place to ensure the safety of children by allowing motorists extra time to stop in an unexpected situation. Parking legally and safely around schools is also highlighted to ensure a clear view of kids near the road.

The back-to-school campaign included significant media engagement including social media, Transport Canberra and City Services website banners, Access Canberra Service Centre Screens, ATN radio announcements, Principal's alerts as well as a media event with ACT Policing and messages with "Constable Kenny Koala".

School Safety Program

The School Safety Program within Transport Canberra and City Services (TCCS) delivered a suite of active travel programs and provided traffic management support to schools, to create safer school environments. The active travel programs included the School Crossing Supervisor, the Active Streets for Schools, the Ride or Walk to School and It's Your Move Safe Cycle programs. These programs combined to provide comprehensive support to school communities, including infrastructure improvements around schools and safe cycling education within schools.

Some of the infrastructure improvements delivered around schools during 2020-21 included:

- > A new footpath connection leading to Gold Creek School
- > Traffic calming treatments around Kingsford Smith School and Cranleigh School
- > Crossing improvements and traffic calming near Evatt Primary School
- > Traffic calming treatments near Gilmore Primary School
- > A new footpath connection to Canberra Grammar School
- > Traffic calming treatments near North Ainslie Primary School
- > Traffic calming treatments near St Mary Mackillop College and Isabella Plains Early Childhood School



School Crossing Supervisor program

The School Crossing Supervisor program was delivered to support children to cross busy roads and to increase road safety around schools. Crossing supervisors' direct traffic with a stop sign and provide instructions to pedestrians and motorists and assist in reducing congestion in school zones. The school crossing supervisors were provided at 25 schools across the ACT, which included a combination of public, Catholic and independent schools.

Active Streets for Schools program

The Active Streets for Schools program delivers infrastructure improvements around schools to make it safer and easier for children to walk or ride to school. The program is supported by educational resources to support and encourage students to walk or ride to school, including use of part way points to reduce traffic around schools. A package of infrastructure improvements was identified in consultation with school communities to improve access to the respective schools. The designs for these works are under development and will be delivered in 2021-22. Educational resources were also finalised, including a map for each school, and have commenced being distributed to participating schools.

Ride or Walk to School and It's Your Move Safe Cycle programs

The Ride or Walk to School (RWTS) and It's Your Move Safe Cycle (IYMSC) programs were delivered to support ACT schools to teach children to safely ride or walk to school. The RWTS program was delivered to support 75 primary schools and the IYMSC program to 14 high schools in 2020-21. The RWTS and IYMSC programs provide ACT schools with access to Australian curriculum aligned resources to teach safe cycling, teacher training and parental engagement materials to help the whole school community embrace riding and walking to school.



During the year events were held at ACT schools to promote safely walking or riding to school, including an event at Namadgi School in May 2021 to promote Walk Safely to School Day. Constable Kenny Koala attended the event at Namadgi School to help to promote road safety messages to students as well as the benefits of walking and riding to school.

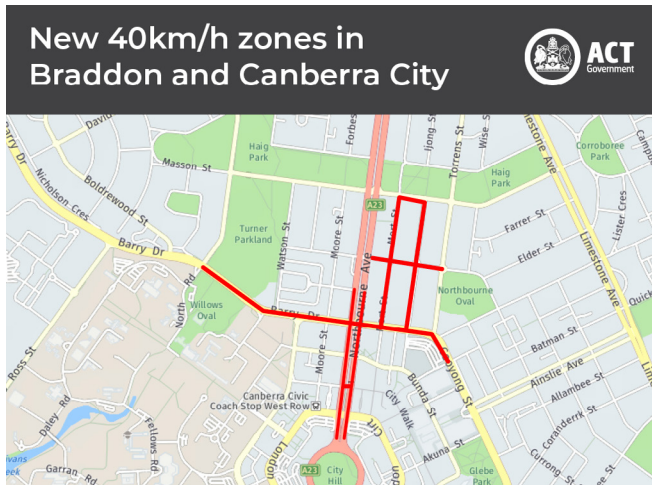
Cycle minimum passing distance signage

When overtaking a cyclist, motorists must have a minimum passing distance from the cyclist of 1m on roads with speeds of 60km/h and below, and 1.5m on roads with speeds above 60km/h. Minimum passing distance signs have been designed and implemented on 13 priority roads with a high level of cycle traffic to remind motorists of the applicable minimum passing distance requirement. These locations are spread across the ACT road network to maximise the number of motorists who will see the signs.

Speeding

Despite ongoing enforcement and campaign efforts about the dangers of speeding, there remains a portion of road users who do not use the roads in a responsible way and put others at unacceptable risk.

Any level of speeding presents a road safety risk for the driver and other road users. Between 2017 and 2020 speed was a contributing factor in 6 fatal crashes in the ACT.



40 km/h speed limit precincts

The ACT Government has expanded the 40 km/h precincts in the City and Tuggeranong Town Centre. As town centres continue to grow, with increasing activity by pedestrians, local residents and active travel users, the 40km/h zones are also continually assessed to ensure enhanced safety of our vulnerable road users.

The City 40km/h zone now includes sections of Barry Drive, Cooyong Street and Northbourne Avenue, as well as a large section of the Braddon commercial precinct. The Tuggeranong Town Centre 40km/h zone has been expanded to include Cowlishaw Street, Eileen Street, Anketell Street (Athllon Drive to Pitman Street) and a section of Reed Street.

A new 40 km/h precinct has also been introduced in the busy and vibrant Kingston Foreshore area, and includes Eastlake Parade, Trevillian Quay, Giles Street, Eyre Street, Honeysett View, Kerridge Street, and sections of Printers Way.

Local Area Traffic Management

Local area traffic management works to reduce travelling speeds and enhance safety for all road users has been completed on streets in Charnwood, Flynn, Fraser, Melba and Florey. This included installation of a variety of traffic calming measures including speed humps, pedestrian refuge islands and speed limit reduction to 50km/h.

Think Speeding is Okay?

TCCS launched the campaign 'Think Speeding is ok' to raise awareness of the dangers of speeding and create behavioural change to increase compliance with the speed limit. Speeding is a high-risk behaviour that has been identified as a contributing factor in 21% of fatal crashes between 2015-2018. Speeding puts all road users at risk, including pedestrians and the driver.

The campaign focused specifically on lower range speeding as a higher incidence of speeding occurs at lower speed areas. To raise awareness and create positive behavioural change it challenged the assumption of some drivers that some low range speeding does not make a difference. With ads targeting drivers that travel at 5 or 10km/h over the speed limit.

The campaign also focused significantly on younger road users, under the age of 50 who are more susceptible to taking risks. As a result, there was a significant focus and investment in advertising to new digital media platforms which have a higher uptake with a younger user. The campaigns reach was substantial and demonstrates the commitment to the issue, with the advertising material being viewed over a million times by Canberrans. While the majority of this occurred on new digital platforms, there was still significant traditional advertisement with Radio ads reaching 83,000 Canberrans.



In November 2020, ACT Policing launched a road safety campaign called “Who are you rushing to meet?” with the aim to encourage drivers to seriously consider their behaviour behind the wheel. The messaging was simple – speeding can lead drivers to a very different destination than intended such as meeting with police, firefighters, ambulance officers, trauma surgeons or even a funeral director.

The campaign was published on ACT Policing’s social media channels and broadcast on television to reach a broader audience.

In 2020, with fewer cars on the road due to the COVID-19 response, ACT Policing saw more drivers on the road speeding and, unfortunately, speeding to excess. Speeding to excess is dangerous and reckless as it shows a complete disregard for not only your own life but the lives of other road users. The “Who are you rushing to meet?” campaign was another way for ACT Policing to reaffirm it would not tolerate speeding and neither should the Canberra community.

ACT Policing involved ACT Fire & Rescue, ACT Ambulance Service, Canberra Health Services and William Cole Funerals in the campaign. The videos part of the “Who are you rushing to meet?” have been published on ACT Policing’s YouTube channel.

ACT Policing Speed Enforcement

Speeding is a major contributor to injury and death on ACT roads. It reduces the ability to control the vehicle and lengthens stopping distances, increasing the likelihood and severity of a collision. Drivers who speed are gambling with their own lives as well as the lives of other drivers, passengers, pedestrians, and cyclists.

Speed limits in the ACT are enforced by police patrols using radar and laser speed measuring devices, speed cameras and fixed speed cameras attached to red light cameras at intersections.

ACT Policing issued 3,830 traffic infringement notices for speeding and 894 cautions in the 12 months to June 2021.

The ACT road safety camera program complements police enforcement as part of the Government’s speed management approach.



Programs and projects in action areas to support safe road users and safe vehicles

Education, Awareness, Engagement and Compliance

The Safe System approach to road safety acknowledges human errors occur but also relies on road users being responsible. It requires efforts to educate and encourage road users to obey the road rules and includes the use of enforcement and penalties. These efforts need to effectively deter road users from breaking the rules, driving in circumstances that create unnecessary danger to themselves and others on the road.

The Road Safety Grant program is run annually in the ACT to provide an opportunity for the community to help shape priorities in the ACT for improving road safety in the areas of research, education and road trauma prevention.

2021-21 ACT Road Safety Calendar

The ACT Policing and ACT Government joint 2021-22 ACT Road Safety Calendar identifies targeted enforcement and complementary communication activities during the year. The focus of the Calendar is on dangerous driving behaviours and road safety issues that are known to be contributing factors in crashes occurring in the ACT.

Road safety enforcement complemented by communications and awareness campaigns helps to promote safer driving behaviours and create awareness of road safety issues.

The Calendar provides a coordinated approach to enforcement and communications activities and is also intended to address the Ministerial Direction for road safety in the context of the Police Purchase Agreement.

Protecting vulnerable road users, driver impairment, distraction, “fatal five” and speeding are each set to be the subject of multiple target months during the year.



National Road Safety Week

The ACT Government joined other state jurisdictions to support National Road Safety Week from 16-23 May 2021. National Road Safety Week is an initiative that was introduced in Australia by Safer Australian Roads and Highways (SARAH) to promote safer driving and raise awareness of roadsafety nationally.

TCCS ran a local campaign in partnership with ACT Policing, the ACT Emergency Services Agency, and other ACT Government Directorates.

Across Australia and the ACT, landmark buildings, bridges and icons were lit up yellow every night in remembrance of the 1,200 lives lost, and more than 39,000 people seriously injured on Australia's roads each year. In the ACT the Museum of Australian Democracy at Old Parliament House, Questacon, Telstra Tower, National Archives of Australia, Canberra International Airport as well as the National Carillion, Kings Avenue overpass, Malcolm Fraser Bridge, City Fountain and light rail stops were all lit up.

The ACT Emergency Services Agency, ACT Policing and Transport Canberra also posted social media videos including pledges to drive safely, remove all distractions from the vehicle when driving, not drink or use drugs then drive and to slow down and give room to vulnerable people working on or around our roads. These pledges were made by community ambassadors during the week in support, and in-line with the daily National Road Safety Week themes.

This year in the lead up to National Road Safety Week ACT primary school children were encouraged to walk to school on Friday 14 May 2021 for Walk Safely to School Day.



Light rail safety poster competition

Canberra Metro Operations (CMET) together with Transport Canberra partnered with Gungahlin College to create safety posters to help promote the message of rail safety around the light rail. This project is an initiative with Year 11/12 graphic design classes which formed part of their curriculum.

Students were required to develop a poster, as well as a drinks coaster from their design. They then adapted that design to a light rail vehicle wrap. The messages created by the students are made by students, for students, to cut through on what they believe are important safety messages for the Canberra community. The campaigns aim was to reach young public transport users, pedestrians, and motorists, educating them about the importance of rail safety.

In June 2021, the artworks were assessed by a panel of expert judges representing the rail industry, Government, and the local community. The panel were impressed with the exceptional quality of work by all students which made picking a winner challenging. In the end, Ada Miller's 'Don't rush or be crushed' campaign was announced as the winner, Chloe Whybrow's 'Phone down, eyes up' and Folu Falaki's 'Pay attention. Take responsibility' were the runners-up.

The winning artwork by Ada Miller was then adapted for use as a light rail wrap which was launched in Rail Safety Week 2021.



Seatbelts save lives

In May 2021 TCCS embarked on a two-month media campaign to reduce the occurrence of people not wearing a seatbelt whilst driving. Nearly 15% of road deaths in the ACT involving people not wearing seatbelts, between 2017 and 2020 there were four road deaths that included people not wearing seatbelts. The advertising campaign, part funded by the Motor Accident Insurance Commission, was broadcast on social media, radio, catch-up tv and on buses and was intended to increase public awareness of the dangers of not wearing a seatbelt or not wearing a seatbelt correctly.

In the ACT and all other Australian jurisdictions, it is an offence to not wear a fitted seatbelt correctly. Despite this, many road users are not getting the message, with ACT police issuing 145 Infringements and 72 cautions to people not wearing seatbelts in 2020. Not wearing a seat belt significantly increases your chance of serious injury or death if involved in a crash due to projection through the windshield, being heavily forced into airbags, or collision with other vehicle occupants. This demographic was selected to reach families through a primary role model for children.



Kings Highway Road Safety Partnership

The Kings Highway Road Safety Partnership (KHRSP) was established in 2008 to help reduce the number and severity of crashes on the Kings Highway. The campaign "Reduce your speed on the Kings Highway this summer... your family is counting on it!" was promoted in December 2020 to February 2021 and again at Easter 2021 on social media, at petrol stations, shopping centres and cafes.

The partnership involves an interstate multi-agency approach with members represented and implementing programs from NSW and ACT Policing, ACT Government, Roads and Maritime Services and NSW Local Governments. This provides a coordinated approach between enforcement and community education to reduce road trauma on the Kings Highway.



Monaro Highway Snow Safe winter campaign

Every year, the winter period sees a significant increase in the number of crashes across the Snowy Monaro. A significant number of visitors to the region will travel on the Monaro Highway and through the ACT.

In June 2021, agencies across the wider region partnered to officially launch the snow season road safety campaign. The Snowy Mountains Regional Council along with Transport for NSW, Goulburn-Mulwaree Council, Queanbeyan-Palerang Council, NSW Police, NSW Highway Patrol, Snow Safe, and the Australian Ski Patrol Association launched the snow safe road safety campaign to ensure drivers understood the different challenges that driving in the alpine region can bring such as decreased visibility, bad weather, heavy snowfall, increased wildlife, and the effect extreme cold can have on the running of a vehicle and its safety features.

The launch was supported by the ACT Government and ACT Police with additional information provided on the City Services website, increased police enforcement and on road messaging to remind motorists to share the road, overtake with care and to watch for wildlife.



Medical Monitoring of Drivers

In the ACT, licence holders 75 years of age and older are required to undergo annual examinations by a doctor. All drivers, irrelevant of age, are also required to report to the road transport authority any permanent or long-term illness, injury, or incapacity that may impair driving ability. Further, at any time the road transport authority can require a person to undergo a medical examination. This request is usually made in circumstances where the road transport authority has received information that indicates that the person may not be fit to drive. This information comes from police, medical practitioners, and members of the public.

As of 1 July 2020, the total number of ACT licence holders with a notifiable medical condition, aged over 75 or hold a public vehicle condition requiring medical monitoring was 33,673. This represents an increase of 5,116 since 1 July 2017.

Road Safety Advisory Board

The ACT Road Safety Advisory Board is responsible for advising the Minister on road safety issues in the ACT and provide recommendations on the distribution of the ACT Road Safety Fund to progress road safety initiatives aimed at benefitting the ACT community.

The membership of the Board runs for a term of three years with the current term expiring on 3 December 2021.

During the term of this Board 23 projects have been approved for funding via the Road Safety Fund to the value of over \$933,000. Projects have included work to determine compliance to a vehicles minimum passing distance with a cyclist, investigations of motorcycle protective clothing use in the ACT, E-Scooter safety, investigation of dangerous intersections in the ACT, a program to reduce aggressive driving, information for older drivers, and learn to drive projects for disadvantaged youth.

2021 Road Safety Community grants program

The annual ACT Road Safety Fund community grants provide an opportunity for the community to help shape priorities in the ACT for improving road safety. The sixth annual ACT Road Safety community grants program was open from 7 April until 12 May 2021, and 27 applications were received. The Minister for Transport and City Services agreed to provide funding to 9 projects in 2021 to the value of \$363,526. The projects are listed below.

Is there value in show and tell? Creating a salient general deterrent effect through overt and covert enforcement technology.

The project, to be completed by the University of the Sunshine Coast is looking at how to enhance the effectiveness of mobile device detection cameras by providing recommendations as to whether they should be covert, overt (e.g. with visible signage) or include a mixture of both.

Identifying impacting factors of road network and land use correlated with accidents of vulnerable road users

The University of Wollongong will use open-source data to develop an extended vulnerable road user crash dataset to identify key impacting factors relevant to crashes.

Long term monitoring of bicycle passing distances in the ACT

The Centre for Automotive Research at the University of Adelaide will build on a previous project funded by the ACT Road Safety Fund in 2017 to explore bicycle passing distance in the ACT over a period of 12 months. The data obtained will be uploaded onto an interactive web-map which will be expanded as more data is gathered.

Re-evaluating speeding behaviour among ACT drivers: An action theory approach

This research project, to be conducted by Queensland University of Technology, will survey Canberrans to understand speeding behaviour. They hope to demonstrate how and why people speed, and when and for whom speeding countermeasures will have a deterrent effect.

Crashes involving older pedestrians in the ACT

Centre for Automotive Research at The University of Adelaide will conduct a thorough exploration into the extent of older pedestrian versus motor vehicle crashes in the ACT by examining 10 years' worth of pedestrian crash data. The review will look at age, gender, crash type and other factors to create a spatial map of pedestrian crashes, highlighting risk areas and potential risk factors.

Engaging parents in immersive children's road safety education

The project by CreativiTek seeks to engage parents in the road safety education of their children as vulnerable road users via augmented reality effects. .

Comparing e-scooter safety in the ACT and other jurisdictions

The Queensland University of Technology will conduct a survey to determine e-scooter use in the ACT. This data will be compared with that from Brisbane and European cities to help inform approaches to e-scooter safety in the ACT

Motorcycle protective clothing in the ACT

Centre for Automotive Research at The University of Adelaide aims to ascertain levels of protective clothing worn by motorcyclists in the ACT and report on attitudes towards/uptake of protective clothing and any interventions needed to increase use

An assessment of ACT road infrastructure for compatibility with Advanced Driver Assistance Systems

This project, to be undertaken by Centre for Automotive Research at The University of Adelaide, will undertake mapping of ACT road network using the Mobileye system to determine the effectiveness of technologies engaged by Advanced Driver Assistance Systems.

Road Safety Grant projects completed in 2021

Several projects funded through the ACT Road Safety Fund were significantly delayed during 2020-21 due to a Nationwide shutdown of all non-essential travel and services to slow the spread of COVID-19 in the Australian community.

Three projects were completed in 2020.

First aid training for ACT Cyclists

The ACT Veterans Cycling Club in partnership with Pedal Power trained 43 cyclists from the ACT region in "Provide First Aid" or "Advanced First Aid" and 38 ACT Pedal Power members through St Johns Ambulance.

The project was successful in providing relevant first aid training for cyclist to respond quickly and effectively if they find themselves or riding companions involved in a crash or are first on the scene of a crash.

Reducing Aggressive Driving (RAD) program

Monash University Accident Research Centre have developed a behaviour change program designed to reduce anger and aggression in drivers.

Fundamental to the RAD is the idea that behaviour is not a singular concept – thus, interventions to improve road safety, need to understand that not all behaviours are the same and not all drivers will react the same way in the same situation each time.

The RAD acknowledges the inherent differences in human behaviour and focuses on instilling knowledge, as well as modifying the key psychological aspects motivating safer driver behaviour. The key behaviour modification techniques used to motivate safer on-road behaviour include feedback, goal setting and group discussion.

The 2-hour program is designed to be delivered via zoom to a group of between 8 to 10 participants. The program incorporates discussion on the road toll and defining anger and aggression. Feedback is provided on results from a pre-workshop survey of anger and aggressive driving. The group then explore reasons for engaging in anger and triggers for aggression. As a group, strategies are then generated to manage the triggers of anger and aggression.

The next step is to trial and evaluate the program.



Upgrade of Road Safety Camera Program

The ACT Road Safety Camera program was expanded in April 2021 to include 2 new mobile speed camera vans bringing the total number of mobile speed cameras available for deployment in the ACT to 10. The program is operated by a dedicated team of 19 staff within Access Canberra who are responsible for all mobile and fixed speed camera operations in the ACT.

10 fixed cameras systems were also upgraded in 2020 to update the technology and improve the effectiveness of the fixed camera program. The current systems can monitor up to six lanes of traffic simultaneously and detect the speeds of thousands of vehicles per hour. The cameras can now operate in a variety of weather conditions – dark suburban streets, when it's raining, and in fog.

In late 2019 Access Canberra's Data and Analysis Team undertook a substantial analysis project to provide the Traffic Camera Office with objective evidence regarding the time and place where speeding was indicated in ACT vehicle crash data, to inform potential changes to deployment schedules for the purpose of reducing the number of speed-related crashes. A dashboard was developed to display data on crashes from 2016-2019. The data was then presented by day of the week and time of day and location to understand the nature of driver behaviour, and the mobile camera van deployment behaviour over the timeframe. A tool was developed to assist the Camera Office in understanding not just when to deploy mobile camera vans, but where to deploy vans to increase their likelihood of being in the right place at the right time to reduce speed-related crashes.

Following the success of this trial the data analysed will be increased and the dashboards capabilities will be expanded.

Police operations

Road Safety is a key priority for ACT Policing, who work in partnership with the ACT Government and Transport Canberra and City Services Directorate to support the ACT Government's Road Safety Strategy.

The aim of the strategy is to reduce road trauma in Canberra and includes targeted traffic enforcement and road safety awareness campaigns.

The top five contributing factors to death and serious injury on ACT roads are speeding, alcohol and drug impaired driving, driver distraction, failure to obey traffic lights and signs and seatbelts

ACT Policing actively targets the 'fatal five' with high-visibility and unmarked patrols.

ACT Policing also collaborates with non- Government stakeholders such as Pedal Power on road safety awareness campaigns that benefit the ACT community.

Any police officer can pull you over for breaching the road rules or unsafe driving practices – anywhere, anytime.

Table 7. Police enforcement operations from June 2020 to June 2021 as provided below.

	6/21	5/21	4/21	3/21	2/21	1/21	12/20	11/20	10/20	9/20	8/20	7/20	6/20
Total Traffic Infringement Notices (TINs) (including speeding)	632	765	838	727	327	488	874	975	728	697	741	799	854
Total Traffic Infringement cautions (including speeding)	254	281	304	261	170	191	418	377	390	366	379	602	566
Speeding TINs	256	377	444	290	110	208	311	527	315	268	350	374	294
Speeding cautions	52	48	47	53	31	45	74	78	88	68	97	213	121
Seatbelt TINs	8	8	8	3	7	1	7	8	13	8	6	6	11
Seatbelt cautions	3	0	3	0	0	3	1	5	7	3	3	7	8
Number of persons charged with drink driving offences	55	90	71	84	43	69	77	88	77	90	73	85	89
Number of persons charged with drug driving offences	38	74	63	80	40	22	79	51	70	109	86	55	64
Person charged with unlicensed driving offences - licence disqualified or suspended	52	87	75	88	53	79	83	64	73	112	105	103	86
Person charged with unlicensed driving offences - licence never held	10	13	13	3	6	8	17	11	10	12	10	11	23

Parking enforcement

Road rules, and the signs and markings that communicate them, are extremely important to keep our roads organised and safe. Enforcing parking laws ensures our roads and streets stay organised and safe for all road users and pedestrians.

Licence plate recognition technology has been rolled out across Canberra, which can inspect more than 500 vehicles per hour. The technology is mounted in a car and takes infrared photos to electronically chalk cars and their licence plates.

Supporting vibrant and safe town and city centres is a key priority for the ACT Government and this is managed by ensuring safe, equitable and responsible parking management.

Preventing overstaying in parking areas near businesses is also critical in supporting turnover in parking so customers can make use of these areas.

This technology will help free up more parking spaces and allowing foot patrol inspectors to target illegal and unsafe parking.

During 2020 over 67,500 Parking infringements notices were issued with over 27% issued by Licence plate recognition technology.

Sustainable and Innovative Transport

In September 2015, the United Nations General Assembly adopted a series of Sustainable Development Goals as part of the 2030 Agenda for Sustainable Development, that includes the following specific target related to road safety:

By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Australia is collaborating in global efforts to improve road safety by participating in the work of international forums and bodies to share knowledge and expertise and to learn from the experiences of other countries.

Upgrades and Extension of the Footpath and Cycleway Network

The ACT Government has set the vision that Canberra will be Australia’s most walkable city and cycling capital with a 2026 target of 7% of journeys by walking and a further 7% by cycling. A program to progressively upgrade and enhance the local suburban community path network prioritises requests to build missing links and to upgrade existing paths nominated by members of the public. Roads ACT use a Warrant System to confirm the need for and prioritise all requests. The Community Paths Audit inspection program determines the condition and defect status across over 75% of the ACT path network. Approximately 2,130 path inspections were undertaken to respond to community requests, and 5,110 defects were raised mainly including defects to concrete paths, pavers, driveways, kerbs & channels. In response, 12,300 m² of concrete path and related assets and 30,700 m² of asphalt paths were resurfaced in 2020-21.

Weston Creek and Woden - Walking and cycling connections between Weston Creek and Woden now include a three-metre-wide off-road shared path from the intersection of Heysen Street and Hilder Street, through the Oakey Hill Nature Reserve, ending at the intersection of Devonport Street and Derwent Street and an off-road shared path from the underpass near the Lyons shops, along Launceston Street to Burnie Street.



Kaleen - A new two-metre-wide asphalt path has been installed to improving connectivity around Kaleen High School. The path will start at Baldwin Drive, through the open space between the Kaleen Community Garden and Canberra & District Bocce Club, connecting to the existing path network at the bottom of Tyrell Circuit.

Lake Ginninderra - Upgrades to drainage and the shared path on the Lake Ginninderra lake circuit near John Knight Memorial Park and the shared path along Mirrabai Drive in Belconnen has been undertaken to address safety issues from gravel wash across the paths.

Lake Burley Griffin - A 3-metre-wide asphalt shared path is nearing completion to link the existing shared path around the back of the Grevillea Park car park to a new priority crossing over Menindee Drive (near Clare Holland House), to improve the amenity and safety of the ride around Lake Burley Griffin and from the City to the Airport.

Tuggeranong Town Centre and Lake Tuggeranong Connection - This project will provide a revitalised, safe, and attractive connection from Anketell Street via the Town Square and to Lake Tuggeranong.

A new shared path on Reed Street North from Anketell Street, to just past the Tuggeranong Art Centre and kerb crossing will connect to the existing path. These works will remove approximate half of the existing paved area and return the verge to grass, thus reducing the heat sink of the area and improving amenity by returning the area to landscape.

Cycling facility will be added on Anketell Street from the Police Station to Reed Street South and a new shared path connection along Reed Street South will be added to connect with the existing community path.

The shared path on Soward Way from the Tuggeranong Bridge through to Drakeford Drive intersection will be widened to improve this major pedestrian and cycling connection to the Town Centre.

Belconnen Bikeway - The Belconnen Bikeway, linking Coulter Drive and Haydon Drive through Belconnen town centre, was completed in November 2020. The new 4.7-kilometre bikeway improves accessibility, provides safer and faster commutes, and delivers more opportunities for weekend recreation. The bikeway includes both shared and separated cycling and pedestrian facilities with part of the route utilising the former bus-only road which connected Coulter Drive with the former Belconnen Bus Interchange. Delivery of the project included the planting of approximately 200 trees to create shade for bikeway users and contribute to tree canopy targets. Detailed design for the final stage of the bikeway from Haydon Drive to Battye Street was also completed in June 2021.

Let's Rewrite the ending campaign (ANCAP)

The ACT has made significant progress in promoting the Australasian New Car Assessment Program (ANCAP), media campaign 'Rewrite the ending'. The campaign focuses on how two currently available vehicle safety technologies can help to turn a potentially negative outcome into a positive one. Raising community awareness and encouraging consumer uptake of autonomous emergency braking (AEB) and lane support systems (LSS). AEB technology allows a vehicle's brakes to be automatically engaged in the event of a driver being distracted or not seeing an obstacle. LSS technology prevents drivers from unintentionally drifting out of their lanes by automatically correcting steering. The two technologies recognise that people get distracted and can make mistakes but reduce the risk of crashes that result from these mistakes. Research has found that autonomous emergency braking can reduce the risk of rear-end crashes by up to 57% and has been attributed to a 27% reduction in fatal crashes. Although 71% of all new vehicles sold in Australia are fitted with some form of autonomous emergency braking as standard, as the average Australian driving vehicle is 10 years old, it's estimated that just 7% of the 18 million light passenger vehicles registered on Australian roads are currently fitted with it.

In this campaign, the ACT had the opportunity to co-brand ANCAP's 'Rewrite the ending campaign' with ACT government logos. TCCS contributed to assist with ANCAP's campaign, on top of their annual contribution to be an ANCAP member. The campaign involved television advertisement, social media, newspaper, and billboards which focused on the LSS and AEB technologies rewriting the ending of potentially deadly situations. The ACT assisted through overhead variable message signs, which alerted drivers to the fact that; 'Auto Braking and Lane assistant Saves Lives' and to 'Upgrade your vehicle'. These signs are viewed by between 5,000 to 20,000 drivers at a typical site. TCCS funding contributed to digital billboard advertising at the Canberra Airport, as well as print advertisement in the Canberra Weekly and City News.





Rail Safety Week

Rail Safety Week (RSW) is an annual community awareness week held in Australia and New Zealand designed to engage the community in safe rail practices. RSW is the initiative of the TrackSAFE Foundation.

RSW was held 10-16 August 2020. An education and awareness campaign were developed to support RSW with the overall objective to highlight the importance of being safe and act responsibly on, and around rail. The campaign was supporting through a cross Government/agency approach and included ACT Policing, Emergency Services, ACT Education and Canberra Metro Operations.

The campaign consisted of paid media which included google display ads and radio ads. Collateral and materials were developed and distributed across the above-mentioned ACT Government and agency owned platforms.

The highlight for RSW 2020 was the simulated Light Rail Emergency Exercise Scenario that took place on Tuesday 11 August 2020. The exercise simulated a pedestrian collision with a light rail vehicle. Representatives from ACT Policing, Emergency Services, Ambulance Services and Fire and Rescue all took part in the exercise. The scenario enacted a sequence of events after a pedestrian was struck by a light rail vehicle when cutting across the track at the Gungahlin Place Light Rail Terminus. The exercise highlighted the importance of rail safety as well as provided vital refresher training for staff responding to incidents around rail.

Zero Emission Vehicles

Transport contributes more than 60% of the ACT's greenhouse gas emissions, making it the single largest contributor to emissions in the ACT.

Increasing Zero Emissions Vehicle (ZEVs) is crucial to cutting our total emissions in the ACT. ZEV uptake plays an important part in helping us meet our emission targets. ZEVs include battery electric vehicles and hydrogen powered vehicles.

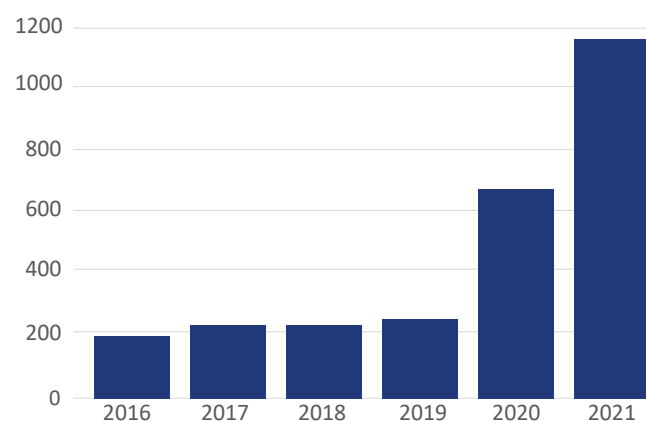
As of 1 October 2021, there were 1,304 zero emissions vehicles, including 20 hydrogen powered vehicles, registered in the ACT. Since 2016, there's been a consistent annual increase in ZEVs.

The ACT has some of Australia's most generous financial incentives for the purchase and registration of ZEVs providing a full stamp duty exemption the first time a ZEV is purchased, and a two-year annual vehicle registration waiver.

New or used zero emissions vehicles in the ACT purchased or acquired from 24 May 2021 and before 30 June 2024 will receive two years of free registration, subject to eligibility requirements.

Government is developing a ZEV Public Charging Masterplan for the rollout of charging infrastructure, which will inform the location of the 50 publicly accessible charging stations being delivered in 2021-22, as well as future locations for public ZEV chargers.

Figure 2. Zero Emissions Vehicle registered since 2016





CCTV for priority intersections innovation

CCTV monitoring of key intersections and arterial roads is an important component of an integrated Intelligent Transport System (ITS). The ITS system provides the dual benefits of improving road safety (reducing crashes) and increasing the efficiency of the road network.

The current ITS environment in the ACT comprises several complementary systems that are centrally controlled from the Traffic Management Centre (TMC). Existing ACT ITS components include:

- > SCATS for coordinated traffic signal control,
- > permanent Variable Message Signs for providing warnings to road users such as an incidents or queued traffic ahead, changed road conditions, special events, roadworks or road safety messaging,
- > portable variable message signs used for providing real time travel times for key destinations,
- > a Bluetooth based travel time information system and associated phone application that can provide an audio alert to drivers of congestion ahead and
- > CCTV cameras at key intersections that allow TMC operators to validate incidents, queued traffic or other traffic hazards and implement incident response plans

CCTV use for monitoring traffic flows and incident detection has been occurring at selected key intersections across north Canberra since 2016. An additional 20 priority sites have been selected throughout the arterial road network in the ACT. The cameras are progressively being configured and installed.

Slower Streets

Canberra's suburban streets experienced a walking and cycling boom during the COVID-19 restrictions in 2020 when more people were exercising and living locally in their local streets.

Slower Streets was a temporary initiative developed in partnership with walking and cycling groups and delivered by self-nominating residential organisations and networks to encourage people to slow down and look out for their neighbours. Slower Streets did not change speed limits, it was just an invitation to look out for each other.

Very simply, the ACT Government provided signs and basic guidance about how to place them and then residential communities installed the signs according to local circumstances and communicated with their neighbours.

Whilst Slower Streets was initially a response to the restrictions, the initiative tapped into an underlying sentiment in communities to have more people-friendly streets and communities. By the end of 2020, 20 suburbs were involved, and the ACT Government committed to exploring possible expansion of the initiative.

Slower Streets complements other programs such as [Active Streets](#) and the [Ride or Walk to School Program](#).

The participating suburbs are Ainslie, Aranda, Barton, Braddon, Canberra Lakes Estate (Belconnen), Crace, Downer, Farrer, Garran, Gowrie, Hackett, Kingston, Macquarie, Monash, O'Connor, Throsby, Turner, Watson, Weston and Yarralumla.



Micromobility education and safety awareness campaign

Since 2017 the ACT Government has facilitated the establishment of a market for dockless, shared micromobility, firstly by inviting the market to establish shared dockless bicycles; changing the road rules to extend the definition of personal mobility devices to include e-scooters and finally inviting operators to apply for one of two permits to provide services in identified areas in the ACT.

In September 2020, two e-scooter providers were established in the ACT. Under their permits, e-scooter providers, Beam and Neuron, are required to each make an annual contribution of up to \$20,000 towards an education and awareness campaign for users and non-users with a focus on user behaviour, community expectations and safety.

A campaign was developed to address three key areas:

- > Transport – shared micromobility provides new, flexible transport options that on their own, or in combination with public transport, provide an alternative to the car.
- > Collaboration – the ACT Government is working collaboratively with operators to ensure that bikes and scooters meet the needs of Canberrans for transport and pleasant public spaces.
- > User behaviours – e-scooters create new safety issues. People who use them need to ride and park them with care and consideration for others (and themselves).

8 videos were developed to address key themes that explored include top tips, the road rules, considerate behaviours, how to ride, and combining scooters with other transport modes.

The paid campaign ran from May – June 2021 and consisted of paid media which included google display ads, social media and radio ads. Collateral and materials were developed and distributed across the ACT Government.

Appendix

The School Crossing Supervisor program

- > Amaroo School, Katherine Ave (between Pioneer St & Mornington St)
- > Brindabella Christian College, Brigalow St (Boyd St & Longstaff St)
- > Canberra Grammar School, Monaro Cres (Flinders Way & Golden Grove)
- > Canberra Girls Grammar School, Grey St (Robe St & Empire Cct)
- > Chapman Primary School, Streeton Dr (Darwinia Terrace & Fremantle Dr)
- > Duffy Primary, Burrinjuck Cres (Jindabyne St & Somerset St)
- > Florey Primary School, Ratcliffe Crescent (Kreffft St & Kesteven St)
- > Forrest Primary School, National Cct (Hobart Ave & Franklin St)
- > Garran Primary School, Gilmore Cres (Palmer St & Esson Pl)
- > Gold Creek School, Kelleway Ave (Oldershaw Ct & Whatmore Ct)
- > Good Shepherd Primary School, Burdekin Ave (Yule St & Leven St)
- > Harrison School, Wimmera St (Varne St & Topra St)
- > Hughes Primary School, Groom St (Whittle St & Wark St)
- > Lyneham Primary School, Brigalow St (Hall St & Longstaff St)
- > Majura Primary School, Knox St (Windeyer St & Harvey St)
- > Mother Teresa School, Mapleton Ave (Otway St & Wimmera St)
- > Namadgi School, O'Halloran Cct (Jenke Cct & Jenke Cct)
- > Ngunnawal Primary School, Wanganeen Ave (Yumba Ave & Guginya Cres)
- > Red Hill Primary School, La Perouse St (Fortitude St & Dalrymple St)
- > St Clare of Assisi Primary, Box Hill Ave (Heidelberg St & Handasyde St)
- > St Francis of Assisi Primary, Casey Cres (Were St & Loader Cres)
- > Sts Peter & Paul Primary School, Wisdom St (Webster St & Boake Pl)
- > Torrens Primary, Beasley St (Gouger St & Torrens Pl)
- > Trinity Christian School, McBride Cr (Bromley St & Mackinnon St)
- > Turner Primary School, David St (Hay St & Sargood St)

