

2014

**STANDING COMMITTEE ON PLANNING, ENVIRONMENT AND
TERRITORY AND MUNICIPAL SERVICES**

INQUIRY INTO VULNERABLE ROAD USERS

ACT GOVERNMENT RESPONSE

Presented by
Simon Corbell MLA
Attorney-General

Table of Contents

Executive Summary	1
Acronyms and abbreviations	2
Introduction and Background	3
Detailed Government responses to recommendations.....	5
Table 1 – Action Plan	38

Executive Summary

On 9 May 2013, the Legislative Assembly passed a motion by Mr Shane Rattenbury MLA that the issue of vulnerable road users be referred to the Standing Committee on Planning, Environment and Territory and Municipal Services for inquiry and report by the last sitting day in April 2014. The date for the report was later extended to the last sitting day of June. The government supported the inquiry.

On 5 June 2014, Mr Mick Gentleman MLA presented the Standing Committee's report, *Inquiry into Vulnerable Road Users* to the Legislative Assembly. The Report makes 28 recommendations aimed at improving road safety for vulnerable road users and addressing specific issues raised during the course of the inquiry.

This government response sets out the government's position on each of the 28 recommendations.

- The government agrees to 18 recommendations; recommendations 1, 2, 3, 4, 7, 8, 10, 11, 15, 16, 17, 18, 19, 20, 21, 23, 25, 27.
- The government agrees in principle to five recommendations; recommendations 12, 14, 22, 26, 28.
- The government notes five recommendations; recommendations 5, 6, 9, 13, 24.

Table 1 (page 38) to the response sets out the proposed actions to be taken in implementing the responses, and the proposed implementation and agency responsibilities.

Implementation timeframe

Unless a particular timeframe for a recommendation is specifically agreed in the government's response, the government proposes to incorporate all agreed actions arising from the recommendations, as items for completion as part of the next ACT Road Safety Action Plan for the period 2014-2017.

Acronyms and abbreviations

ARRs	Australian Road Rules
ETD	Education and Training Directorate
EPD	Environment and Planning Directorate
HD	Health Directorate
JACS	Justice and Community Safety Directorate
MRA ACT	Motorcycle Riders Association of the ACT
NTC	National Transport Commission
TAMS	Territory and Municipal Services Directorate

Introduction and Background

1. On 9 May 2013, the Legislative Assembly passed a motion by Mr Shane Rattenbury MLA that the issue of vulnerable road users be referred to the Standing Committee on Planning, Environment and Territory and Municipal Services for inquiry and report by the last sitting day in April 2014. The date for the report was later extended to the last sitting day of June. The government supported the inquiry.
2. The ACT Government is committed to protecting people in our community who are more vulnerable than others. This principle applies to all aspects of life in Canberra, including the use of our roads. Improving the safety of ACT roads is critical to achieving the government's road safety and sustainable transport objectives.
3. On the road, our most vulnerable people are pedestrians, cyclists and motorcyclists. These road users are vulnerable because they do not benefit from the level of crash protection which is provided by other vehicles.
4. These vulnerable road users are also the ones that need to be encouraged in order to improve public health, reduce this city's reliance on the car and achieve a more sustainable future, not only for our transport network, but also for our environment.
5. Transport accounts for 22% of the Territory's greenhouse gas emissions. The two main opportunities to reduce emissions in the transport sector are to change the balance of travel towards walking and cycling and public transport.
6. On the matter of public health, for most people, the easiest and most acceptable forms of exercise are those that can be incorporated into everyday life. Cycling and walking are easy ways to be physically active and obtain health benefits, including a healthy weight.

7. Research has shown that safety concerns are a significant barrier to people cycling and walking. This is also an issue for motorcyclists with recent research published by the NRMA-ACT Road Safety Trust showing that the rate of death for motorcyclists is at least 20 times higher than the rate for car drivers.
8. During the period 2004–2013, the number of casualty crashes involving cyclists in the ACT has doubled to around 80 casualties per year. In addition, there are approximately 40 pedestrian casualties each year.
9. In 2013, there were 7,863 on road traffic crashes recorded in the ACT which resulted in 792 casualties, including 7 fatalities and 140 hospital admissions. 3 fatalities and 236 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 43% of fatalities and 30% of injuries that occurred in 2013.
10. This issue requires dedicated responses and strong leadership to pursue actions which will make our roads safer for all road users and cyclists, pedestrians and motorcyclists in particular.

ACT Government submission to the Inquiry

11. The government's submission to the Standing Committee on Planning, Environment and Territory and Municipal Services for its inquiry into vulnerable road users covered the existing government policies, programs and other initiatives which are aimed at providing safer travel for vulnerable road users.
12. The submission included examples of recent initiatives, such as the reduced speed limits in town centres, and mandatory pre-provisional training for motorcyclists – both of which were aimed at protecting vulnerable road users. The submission also noted that additional measures for protecting vulnerable road users would be included in the next action plan under the ACT Road Safety Strategy.

The Standing Committee's report

13. On 5 June 2014, Mr Mick Gentleman MLA presented the Standing Committee's report, *Inquiry into Vulnerable Road Users* to the Legislative Assembly. The Report makes 28 recommendations aimed at improving road safety for vulnerable road users and addresses specific issues raised during the course of the inquiry.

Detailed Government responses to recommendations

14. The government's detailed responses to the Committee's recommendations are set out below. Table 1 to the response sets out the proposed response, implementation timeframe and agency responsibilities.

RECOMMENDATION 1

The Committee recommends that the ACT Government conduct a review of road rules at intersections and assess changes that could be made to existing road rules that would mitigate risks to vulnerable road users.

Government response: AGREE

15. The ACT is consistent with other Australian states and territories in adopting the Australian Road Rules (ARRs) into its legislation. The *Road Transport (Safety and Traffic Management) Regulation 2000* incorporates the ARRs into ACT law.
16. The ARRs are 'model laws' that were established in 1999 under an agreement with each state and territory to adopt the rules into the laws of each jurisdiction. The purpose of the agreement was to provide close alignment between the road rules of each jurisdiction and thereby reduce the level of confusion or conflict where road users are not aware of jurisdictional differences in the road rules. The ARRs now form the basis of the road rules in each state and territory.

17. The National Transport Commission (NTC) has an Australian Road Rules Maintenance Group which consists of representatives of road traffic authorities and the police from the states and territories and of the Commonwealth government. This group provides advice to the NTC on changes to the ARR.
18. In comparison to other jurisdictions, the ACT is geographically small and is located in the middle of NSW – which means that regular travel between the ACT and NSW is not uncommon. This reinforces the need for close alignment between ACT and NSW road rules, when appropriate.
19. Notwithstanding the ARR objective of reducing differences in rules between jurisdictions, there are some variations in State and Territory road rules. This is because there are occasions where jurisdictions will trial different approaches to the road rules or implement variations to address a particular need or road safety issue in that jurisdiction.

Government proposal

20. There are significant benefits in continuing to align the ACT's road rules with agreed national model provisions. However, the government notes the evidence presented to the inquiry and will review the road rules at intersections, in consultation with road user representative groups. Any proposed changes to the road rules would then be submitted to the NTC Australian Road Rules Maintenance Group for consideration, including the possibility to trial alternate approaches in the ACT.

RECOMMENDATION 2

The Committee recommends that the ACT Government review the current cycling education programs available in schools and that consideration is given to compulsory cycling training in all ACT primary schools.

Government response: AGREE

21. There are a number of existing programs and initiatives which are aimed at improving road safety at schools and encouraging children to walk or ride to school.
22. The Justice and Community Safety (JACS) Directorate runs a 40km/h school zones campaign at the commencement of each school term. This campaign involves television, radio and Facebook advertising and is used to remind motorists that school zones are operating and that there is a need to slow down and be aware of children.
23. ACT Policing's Kenny Koala Program supports primary school children to engage with a variety of safety awareness issues including: road safety, cycle awareness, stranger danger and cyber safety. This is achieved through curriculum content and the popular school visits by Kenny for interactive sessions.
24. Primary schools are encouraged to engage years 3 and 4 with the "Be an ACTION Buddy" Bus Safety Education Program designed to educate children on a range of bus safety issues and to encourage children to ask bus drivers and other ACTION employees for help and advice. The program includes links to the Australian National Curriculum, as well as the National Safe Schools Framework.
25. The National Curriculum resource links supporting resilience and safety messages such as the Challenges and Choices program (a P-10 resilience drug education and road safety program). This program compliments messages taught through the Road Ready pre-learner program and the optional Road Ready Plus program for provisional drivers.

26. In May 2014, ACT Policing launched the road safety high visibility vest program. The pilot program involves primary school children wearing high visibility vests that carry road safety messages. Children are being encouraged to wear the vests on the way to and from school each day.
27. The Ride or Walk to School initiative aims to increase walking, riding and use of public transport among school students in the ACT. The strategy was launched in 2012 and is being delivered in schools through the Health Directorate (HD) in partnership with the Education and Training Directorate (ETD) and community partners. Participating schools receive bikes, helmets, bike maintenance support, self defence sessions, BMX skill development workshops and a range of other activities to support student learning. This program has been funded under the National Partnership Agreement on Preventive Health, Healthy Children Initiative to increase the levels of physical activity of children up to 16 years of age.
28. At the Southern Cross Early Childhood School, ETD and the school have constructed a 'Learn to ride' facility. This is intended to teach students the road rules and provide them with confidence in riding on ACT roads.

Government proposal

29. The government will review current road safety and cycling education programs in developing an over-arching ACT road safety education strategy. This work will include consideration of how additional programs could be delivered to primary school children such as cycling training.

RECOMMENDATION 3

The Committee recommends that the ACT Government closely monitor the traffic conditions at the intersection of Athllon Drive and Beasley Street and provide a report to the Assembly by the end of 2014.

Government response: AGREE

30. The Territory and Municipal Services (TAMS) Directorate has been working with Melrose High School and the broader school community over the past several years about options for improving safety for students who cross Athllon Drive at its intersection with Beasley Street.
31. A range of responses have been implemented previously by TAMS and ACTION buses to improve road safety at Melrose High School. These include:
 - the introduction of a direct school service from Melrose High School to Tuggeranong Interchange which was aimed at reducing the number of students who need to cross Athllon Drive to catch a bus;
 - modifications to the operation of the traffic lights, including an extended pedestrian crossing traffic light phase to enable students to cross the road without stopping in the central median; and
 - the installation of warning signs advising motorists of the presence of school students.
32. In addition to the above, TAMS introduced a reduced 60km/h speed limit in March 2014 which operates between 3:00pm and 3:30pm on weekdays. This was considered to be the most appropriate road safety treatment for this section of road.
33. Other treatments considered by TAMS included a scramble crossing (pedestrian crossing phase where all traffic is stopped – allowing pedestrians to cross in any direction), construction of an overpass, widening of the central median, further extending the pedestrian crossing traffic light phase and fencing the median.

34. The variable speed limit has been sign posted using static speed limit signs that include the time of day the 60km/h speed limit applies.

Government proposal

35. An evaluation of the 60km/h variable speed limit will be undertaken in consultation with ACT Policing and Melrose High School. The Minister for Territory and Municipal Services will provide a report to the Assembly at the end of 2014.

RECOMMENDATION 4

The Committee recommends that the ACT Government introduce awareness programs for cyclists and pedestrians that includes information about off road and shared paths with a particular focus on their responsibilities to share facilities safely with other users.

Government response: AGREE

36. The Government's Road Safety Awareness Program addresses key road safety issues identified in the ACT Road Safety Strategy 2011–2020 including speeding, impaired driving (drugs and alcohol), driver distraction, cross-border travel and promoting road safety culture.
37. A combination of media channels is used as part of the program, including: television; cinema; radio; print; web; social media; and roadside variable message signs. To enhance the effectiveness of the program, road safety awareness activities are broadcast to align with targeted ACT Policing enforcement campaigns.
38. The Road Safety Awareness Program includes the Share the Road campaign which has a particular focus on being aware of vulnerable road users. JACS and ACT Policing are currently developing a new Share the Road campaign which will include messages aimed at encouraging recognition of both the rights and responsibilities of a range of road users. This campaign will include television and radio commercials.

39. In addition, JACS is developing an awareness brochure, to be included with registration renewal notices, which will include information about shared paths and the responsibility for all road users to share these facilities safely.
40. An integrated marketing campaign will be developed for each of these campaigns and JACS will engage stakeholders – such as local cycling groups and bicycle retailers – as part of promoting both of these campaigns.

Government proposal

41. The government will continue work on the new Share the Road campaign and other awareness activities including the planned brochure.

RECOMMENDATION 5

The Committee recommends that the ACT Government conduct a review and safety audit of shared paths and undertake modifications to reduce potential risks to users of those shared paths

Government response: NOTED

42. The ACT government submission to the inquiry referenced the findings of the 2012 ACT Pedal Study, which was conducted by Research Fellow, Dr Liz de Rome and funded by the NRMA-ACT Road Safety Trust. The ACT Pedal Study identified a higher injury rate on shared paths than on roads or on-road bike lanes which was predominately attributed to high speed and unsafe behaviour by cyclists.
43. TAMS uses signage on shared paths at high volume areas. These signs are aimed at encouraging road users to keep left and to share the path and act responsibly.
44. The ACT's shared paths are repaired and maintained by TAMS. Damage to community paths mainly arises from aging infrastructure, vehicle overrun or through tree roots lifting the paths.

45. Requests to repair community paths are received from the public through Canberra Connect on 13 22 81 or via the ACT Government's online service 'Fix My Street' which is available at www.canberraconnect.act.gov.au. Requests are forwarded to Roads ACT for an inspection of the path to be carried out. Once the path has been assessed it is entered into the TAMS asset management database system for repair and or replacement.
46. Any urgent requests about damage that may pose an extreme safety risk to the public are repaired within one business day after the initial inspection. High risk paths are repaired within seven business days after the initial inspection. Path replacements are packaged into contract works and contracts are awarded progressively over the financial year. It can take between three to 12 months for replacement requests to be addressed depending on the priority, the location and whether the existing paths are safe and serviceable.
47. Emergency repairs are generally carried out using cold mix (a form of asphalt) to remove or reduce the defect to an acceptable level. For example, where there is a trip hazard, cold mix is placed in front of the trip to make a small ramp. Alternatively, the method of grinding can be used to remove small trip hazards. These methods provide interim repair and allow for TAMS to replace the path (if needed) in a future path replacement contract package.
48. TAMS regularly inspect the condition of road assets, including shared paths and pedestrian areas. Inspections focus on areas with high pedestrian usage. Priority for inspections is given to community paths within city and town centres followed by group centres, community facilities (such as hospitals, schools and retirement facilities), local centres and cycle paths. Other suburban areas are only inspected upon receiving a request from the public.
49. Currently TAMS is reviewing the Walking and Cycling facilities design standard (DS13). The review will consider the standards applied to shared paths and other cycling and walking infrastructure and improve them where necessary. The Estate Development Code V306 also recently increased the minimum footpath widths in

new estates from 1.2 metres to 1.5 metres to allow safer passing, which will be in line with national standards.

Government proposal

50. The government considers that the ACT Pedal Study and existing TAMS volume data provides sufficient information to inform targeted awareness campaigns (including signage) on the use and risks of shared paths and that the TAMS path maintenance program is adequate for the prioritisation of path maintenance.
51. TAMS will complete its review of the Walking and Cycling design standard and adopt appropriate changes into its design for new facilities.
52. The government will also assess whether further changes can be made to the Estate Development Code to improve safety and convenience for vulnerable road users in newly developed parts of Canberra.

RECOMMENDATION 6

The Committee recommends that the ACT Government conduct an audit of all pedestrian crossings to assess the safety and suitability of the crossing for the location. It is recommend that, in areas of high pedestrian and cycling activity, consideration should be given to installing shared crossings such as the example in De Burgh Street, Lyneham.

Government response: NOTED

53. The priority crossing in De Burgh Street functions effectively due to a number of factors including the close proximity of give way signs to the crossing.
54. There are current Australian Standards and Road Design Guidelines which define when and where this type of priority crossings is appropriate. The government agrees that there are further opportunities to install these crossings around Canberra, which may encourage and improve safety for pedestrians and cyclists. As noted above, TAMS is also currently reviewing the Cycling and Walking design

standard and it is expected it will elaborate on the use of De Burgh style priority crossings.

Government proposal

55. The government will actively consider the merits of the De Burgh Street type priority crossings where there is high pedestrian and cycling activity on local access roads and within the road hierarchy. The Land Development Agency will consider the use of these crossings in areas of new development.
56. Audits of pedestrian crossings will be undertaken, as appropriate and taking into account other road safety priorities.

RECOMMENDATION 7

The Committee recommends that the requirement for cyclists to dismount at pedestrian crossings be amended to enable cyclists to remain on their bikes, but that they must slow to a walking pace prior to entering and when on the crossing.

Government response: AGREE

57. As noted in response to recommendation 1, the ACT applies the Australian Road Rules. In relation to cyclists using pedestrian crossings, currently a cyclist must not ride across a road, on a children's crossing, pedestrian crossing or marked foot crossing. A purpose of these road rules is to reduce the risk of injury to cyclists associated with cyclists approaching or crossing a road at a speed which provides limited opportunity for motorists to see and give way to the cyclist.
58. However, it is not uncommon to see cyclists ride across pedestrian crossings and marked foot crossings. While this level of non-compliance is not, in itself, a reason for changing the road rules, it does indicate a potential need for reviewing the application, awareness and enforcement of the rules relating to road crossings.

59. In Queensland, the road rules were amended in October 2013 to allow cyclists to ride slowly across the road on a marked foot crossing. Under this rule, cyclists must give way to pedestrians on the crossing and keep to the left of any oncoming rider of a bicycle or person who is using a personal mobility device.
60. The Queensland Government also recently announced that it would amend the road rules to allow cyclists to ride across pedestrian and children's crossings but that cyclists will be required to come to a complete stop before riding slowly across the crossing and giving way to pedestrians on the crossing.
61. The government notes that given the number of locations where signalised crossings are preceded by zebra crossings in slip lanes, it would be beneficial to have a consistent rule for zebra crossings and signalised crossings.
62. The government agrees it would be unsafe to change the dismount rule without restricting the pace at which cyclists can cross.

Government proposal

63. The government will trial a change to the crossing rules so that cyclists do not have to dismount at a pedestrian zebra crossing, or at a marked signalised crossing, provided they cross at no faster than walking pace.
64. Allowing cyclists to ride across pedestrian crossings and signalised crossings will need to be accompanied by an education campaign, and close stakeholder liaison with cycling advocacy groups and police, and emphasise the onus on the cyclist to "look and cross at walking pace only". The government will investigate whether signage emphasising this message can also be installed at key crossing locations.

RECOMMENDATION 8

The Committee recommends that the ACT Government Review the current requirements that motorcycle riders must fulfil to obtain their learner and provisional licences and evaluate their effectiveness to provide novice drivers with adequate skills and training

Government response: AGREE

65. The government reviewed the licensing requirements for learner and provisional motorcycle riders in 2010-11. As a result of this review, the following changes were implemented from 1 July 2012:
- Mandatory pre-provisional motorcycle training.
 - Pre-learner and pre-provisional rider courses were aligned with those in NSW, providing consistency of training across the border and allowing rider training providers to deliver training to prospective NSW and ACT riders at the same time.
 - The validity period for learner licences was changed to one year rather than two years, with the licence fee being reduced accordingly.
 - The validity period of certificates of competency (requirement for a provisional licence) was reduced from 3 months to 1 month.
66. These changes to rider training and licensing were intended to accelerate the process for learners to undertake the pre-provisional course which enhances the skills of the rider and provides an opportunity to ensure that the learner is competent.
67. It should also be noted that provisional car drivers are over-represented in casualty crashes. The ACT Graduated Licensing Scheme (GLS) is being reviewed in response to this and recent evaluations which show the benefits of additional GLS components in other jurisdictions.

68. The main focus of the ACT review is on GLS components already in place in other jurisdictions. These include minimum supervised driving hours, hazard perception testing, night driving restrictions, passenger restrictions, mobile phone or other technology bans, vehicle power restrictions and minimum provisional licensing age.

Government proposal

69. An analysis of ACT crash data for the five years 2009 – 2013 shows 4 of 56 fatalities were learner motorcycle riders, representing 7.1% of crash fatalities – despite being around 1% of licence holders. JACS will consider additional policy responses to this issue that will take into account common factors and other circumstances of ACT crashes involving novice motorcycle riders.

RECOMMENDATION 9

The Committee recommends that the ACT Government provide ongoing funding to the MRA ACT to subsidise the Mature Aged Skills Transfer course delivered by Stay Upright

Government response: NOTED

70. Reducing motorcycle trauma is a key priority area in the ACT Road Safety Strategy. Various studies have confirmed that middle aged, returning riders are disproportionately represented in road crashes.
71. The MASTERS course is a valuable initiative which targets a key group of riders.

Government proposal

72. The government supports the MASTERS course and notes that it is currently being subsidised by a grant from the NRMA-ACT Road Safety Trust. Ongoing government funding for the MASTERS course would need to be considered in the context of competing budget priorities.

RECOMMENDATION 10

The Committee recommends that a vulnerable road user brochure be provided to all road users when registration renewals are mailed out. The brochure should include a profile of vulnerable road users and the safety issues that drivers need to be aware of.

Government response: AGREE

73. As discussed in response to recommendation 4, JACS is developing an awareness brochure on vulnerable road users, to be included with registration renewal notices, which will include a range of messages and safety issues that road users need to be aware of.

Government proposal

74. The government agrees with this recommendation and will work towards having a vulnerable road user brochure included with registration renewal notices from later in 2014.

RECOMMENDATION 11

The Committee recommends that the ACT Government establish a consultative group to develop a cyclists' code of conduct document based on the principles outlined in the Victorian document Share roads and paths.

Government response: AGREE

75. Continuing growth in rates of cycling in the ACT is to be encouraged but there is a need for cyclists to act responsibly, just as other road users are required to act responsibly.
76. As discussed in response to recommendation 4, JACS and ACT Policing are currently developing a new Share the Road campaign which will include messages aimed at encouraging recognition of both the rights and responsibilities of a range of road users. A cyclists' code of conduct would complement this campaign.

Government proposal

77. The government agrees with this recommendation.

RECOMMENDATION 12

The Committee recommends that an external audit be conducted on the TAMS Crash Database to evaluate its operation and functionality to ensure it is meeting the needs of all agencies who access its information.

Government response: AGREE IN PRINCIPLE

78. In 2012, TAMS commissioned an audit of its crash data by Axiom Associates. The objective of the audit was to:

- document the end to end process of data collection from crash reporting in the ACT;
- determine if the current process of data collection is sound and reliable;
- assess if the current database holding crash data information is robust and fit for purpose;
- examine the current reporting process, procedures and protocols for output reporting from this database;
- sample test data that has been reported over the last 12 months; and
- make recommendations to ensure reporting is consistent and reliable.

79. TAMS has provided advice that all of the recommendations and issues identified in the audit report have been adequately treated.

Government proposal

80. A review will be undertaken to determine if any enhancements to the collection, collation, analysis and reporting of road crash data is required to support existing road safety programs and reporting. This will be completed as part of other work to implement a process for confirming and reporting serious injury crashes.

RECOMMENDATION 13

The Committee recommends that the ACT Government commission a research study to analyse the accuracy of accident data collected.

Government response: NOTED

81. As discussed above, TAMS commissioned an audit of its crash data in 2012. The audit included an analysis of sample test data. The audit report included recommendations to ensure reporting is consistent and reliable.

Government proposal

82. As per response to recommendation 12.

RECOMMENDATION 14

The Committee recommends that the ACT Government conduct an awareness raising campaign to advise the ACT community of their obligations to report all accidents, including single and multiple vehicle accidents. The awareness raising campaign should include providing information when registration renewals are sent out.

Government response: AGREE IN PRINCIPLE

83. The Road Transport (Safety and Traffic Management) Regulation 2000 requires that information about a crash involving a motor vehicle be reported using the crash reporting website. The crash reporting website is available at www.police.act.gov.au and www.canberraconnect.act.gov.au. This information is

used for a range of functions, including road safety engineering, policy, planning and evaluation programs.

84. The rate of reporting in the ACT has not been confirmed; however studies which have compared hospital data with crash data have demonstrated underreporting of crashes – particularly for crashes involving cyclists and motorcyclists. It is possible that the crash reporting rate has improved in recent years following the introduction of the electronic crash report form in 2011.
85. Concerns have been raised by stakeholders about under-reporting of crashes, particularly those involving cyclists. The rate of under-reporting of crashes involving cyclists was confirmed by the ACT Pedal Study which found that during the period 21 November 2009 and 21 May 2010 just 29.4 per cent of cyclists that presented to emergency departments as a result of an on-road crash, reported the crash to police.

Government proposal

86. Efforts will be made to promote the requirement to report crashes – in partnership with peak road user representative groups such as Pedal Power, MRA and NRMA Motoring and Services. As part of this work, consideration will be given to distribution of promotional materials, including providing information with registration renewal notices.

RECOMMENDATION 15

The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one metre in speed zones 60km/h and below.

Government response: AGREE

87. The government agrees that cyclists regularly report that motorists do not provide sufficient and safe distance when overtaking, and that this presents dangers to cyclists as vulnerable road users. The practice also contributes to creating a fear of the road for some potential cyclists, which discourages them from cycling.
88. A minimum passing distance rule was recently considered at a national level by the NTC Road Rules Maintenance Group. However, it was considered that there was insufficient evidence to support the proposed rule and that the current trial in Queensland should be monitored first before further consideration is given to incorporating the rule into the Australian Road Rules.
89. The Queensland Government agreed to the trial of a minimum passing distance rule following a Queensland parliamentary inquiry into cycling. The trial will run for two years to April 2016. During the trial period, motorists will be required to provide a minimum lateral gap of 1 metre when passing cyclists in a 60km/h or less speed zone and at least 1.5 metres where the speed limit is over 60km/h.
90. The government has been informed that the trial is so far operating acceptably and that there has been a noticeable positive change in behaviour and attitude from motorists towards cyclists. Police in Queensland have also issued infringement notices to drivers in breach of the rule.
91. The government believes that a “minimum passing” rule will play an important role in educating the general community about the vulnerability of cyclists in relation to other more powerful vehicles. Such a rule would have the best impact in terms of

education and compliance if introduced in combination with other reforms that are targeted at improving safety for and awareness of vulnerable road users.

92. The government notes that introducing this rule into the ACT could present some compliance issues as there are existing roads where large vehicles and general traffic could not theoretically comply with the rule. Introduction of a minimum passing distance rule could also impact on the roll-out of the on-road cycle lane program due to one metre wide widths not being available.
93. The government will consider how it can support the rule with other provisions such as those in Queensland which allow motorists to cross centre lines, including double unbroken centre lines, straddle lane-lines or drive on painted islands to pass cyclists provided it is safe to do so.

Government proposal

94. The government will trial a minimum passing distance rule in the ACT and work with the police and other stakeholders to promote understanding of the new rule and to refine the details of its implementation. As the Committee recommends in recommendation 17, the government will develop a comprehensive community awareness and education strategy to inform all road users of the minimum overtaking distance requirements.
95. The government will examine whether the minimum passing distance rule is adequately supplemented by existing offences dealing with general harassment or endangerment of vulnerable road users such as situations where, for example, a car driver or passenger harasses/endangers/assaults a cyclist by swerving at them or throwing an object at them from their car.

RECOMMENDATION 16

The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one and a half metres in speed zones above 60km/h.

Government response: AGREE

96. As per response to recommendation 15.

Government proposal

97. As per response to recommendation 15. The government will implement the 1.5m rule as described in its response to recommendation 15.

RECOMMENDATION 17

The Committee recommends that when implementing the minimum overtaking distance, the ACT Government develop a comprehensive community awareness and education strategy to inform all road users of the minimum overtaking distance requirements.

Government response: AGREE

98. As per response to recommendation 15.

Government proposal

99. As per response to recommendation 15.

RECOMMENDATION 18

The Committee recommends that the theoretical component of the drivers licence test be amended to place greater focus on the examination of the road rules and associated issues as they relate to vulnerable road users.

Government response: AGREE

100. Awareness of vulnerable road users is covered in the mandatory pre-learner Road Ready course. The elements of the Road Ready course that cover vulnerable road users include exercises that involve identifying hazards and looking out for pedestrians and cyclists.
101. The Road Ready Student Workbook also includes statistics on pedestrian crashes and provides tips to improve awareness of hazards and vulnerable road users.
102. The Road Ready (pre-learner training course) and Road Ready Plus (voluntary provisional driver course) courses are currently being reviewed by the Queensland University of Technology.
103. The terms of reference for this review include a specific requirement for the consultant to provide recommendations on how additional information on vulnerable road users could be incorporated.
104. The current theory test includes about 40 questions relating to vulnerable road users out of a total of about 450. Each test comprises 35 questions which are randomly selected with three mandatory categories – alcohol and drugs, seatbelts, and intersections. The applicant must re-sit the test if any question in these categories is incorrectly answered.

Government proposal

105. JACS will work with ETD, Freebott (manager of the road ready centres) and other stakeholders to amend the road rules knowledge test to include a greater focus on vulnerable road users. This work will be informed by the findings of the Queensland University of Technology review.

RECOMMENDATION 19

The Committee recommends that the ACT Government review the 22 driver competencies that must be fulfilled to pass the practical component of the drivers licence test and consider the addition of a competency relating to vulnerable road users.

Government response: AGREE

106. Learner drivers are currently required to demonstrate 22 competencies in order to obtain a provisional driver licence. Competency 20 relates to observation skills (including visual searching and scanning and hazard recognition) and requires the driver to demonstrate, amongst other skills, their ability to operate controls without diverting attention away from the road and traffic conditions and observe and respond to potential hazards and real hazards.
107. The government recognises that a separate competency on vulnerable road users would be beneficial in educating new drivers about vulnerable road users, their unique safety requirements, and the responsibility that drivers of larger and heavier vehicles have towards more vulnerable road users.
108. Introducing a new competency would complement and support the other initiatives relating to vulnerable road users, which the government will undertake. The government also notes that this change would be a positive long term measure that could help improve community attitudes toward vulnerable road users, which many submissions to the Committee expressed concern about.

109. However, the practicality of assessing this competency may be difficult as the competency being examined may not arise during a learner driver's training and assessment. Consultation would need to be undertaken with stakeholders such as the Australian Driver Trainer's Association to develop an objective measure to be included in the competency.

Government proposal

110. JACS will review the existing driver competencies in consultation with stakeholders, with a view to introducing a new competency highlighting driver responsibilities toward vulnerable road users.

RECOMMENDATION 20

The Committee recommends that the ACT Government undertake a review of attitudinal components of driver licence testing including current Australian driving tests, scientific literature and international experiences with a view to possible inclusion into ACT driving tests if appropriate.

Government response: AGREE

111. The review being undertaken by the Queensland University of Technology of the Road Ready and Road Ready Plus courses includes a requirement for a literature review to be undertaken of approaches to driver training and testing. An outcome of this review will be the identification of best practice learner and novice driver education or road safety initiatives in Australia.

Government proposal

The government will consider the findings of the Queensland University of Technology review with a view to possible inclusion of the identified best practice learner and novice interventions – as appropriate.

RECOMMENDATION 21

The Committee recommends that the ACT Government examine the introduction of a strict liability scheme in the ACT. This examination should assess the impact of the scheme and include an analysis of alternative approaches, such as cascading rebuttable presumption.

Government response: AGREE

112. The government notes the information in the Committee's report about strict liability provisions in other countries.

Government proposal

113. The government will examine the case for introducing a strict liability scheme and will consider this in the context of existing human rights and legal policy frameworks.

RECOMMENDATION 22

The Committee recommends that the ACT Government present the outcomes of the above recommendation to the Legislative Assembly by March 2015.

Government response: AGREE IN PRINCIPLE

114. As per response to recommendation 21.

Government proposal

115. The government may require a longer timeframe in order to fully examine the possible introduction of strict liability provisions, to ensure all relevant policy considerations are properly canvassed and the implications of such legislation is fully understood, noting that it is not in place elsewhere in Australia. The government will attempt to meet the timeframe recommended by the Committee, but may not be in a position to present the outcomes of to the Legislative Assembly until later in 2015.

RECOMMENDATION 23

The Committee recommends that the ACT Government consider implementing a trial of lower speed limits in school zones and, residential areas with high level of pedestrian and cycling activity in close proximity to shared paths.

Government response: AGREE

116. During the period 2004–2013, the number of casualty crashes involving cyclists in the ACT has doubled to around 80 casualties per year. In addition, there are approximately 40 pedestrian casualties each year.
117. Improving compliance with speed limits as well as reducing speed limits in areas of high levels of cycling and pedestrian activity has been identified by leading experts to be critical to reducing the number of casualties among vulnerable road users. This is because as a vulnerable road user, the chances of surviving a crash reduce significantly at impact speeds above 30km/h.

118. Lower speed limits also have the potential to increase participation in cycling and walking as people feel safer in mixed mode environments. At lower speeds there are fewer crashes because road users have more time for decision making, motorists are less likely to lose control, and vehicles have much shorter stopping distances. At lower speeds, crashes generally result in less severe injuries because of the lower impact energies involved.
119. Consistent with the safer speeds principles, a reduced 40 km /h speed limit was introduced into each of the town centres in Canberra after an initial trial in Woden and Gungahlin.
120. The recent implementation of reduced 40km/h speed limits in town centres recognised the incremental steps that are necessary to achieve cultural change and acceptance of safer speeds.
121. Vehicle travelling speeds are partly determined by the local street environment, not just the posted speed limit. It is also important therefore that the government consider longer term design solutions to support slower speed limits.
122. The government will further assess whether changes can be made to the Estate Development Code to support slower speed travel in newly developed parts of Canberra.
123. The government, through TAMS and the Environment and Planning Directorate (EPD), will also investigate the adoption of a formal ACT 'urban design hierarchy', which would prioritise vulnerable road users over other road users, and would provide overarching guidance to government planning and design decisions.

Government proposal

124. The government is currently assessing the appropriateness of Canberra's group centres for the introduction of further 40 km/h speed limits and will continue this investigation.

125. The government will undertake community consultation to determine the community demand for lower speed limits, and will consider the introduction of 30km/h speed limit in school zones as part of an overarching policy on school precinct traffic safety.
126. The government will also assess possible changes to the Estate Development Code to support slower speeds, and will investigate an overarching ‘urban design hierarchy’ which would prioritise vulnerable road users.

RECOMMENDATION 24

The Committee recommends that the ACT Government conduct a review of the speed limit hierarchy across all roads in the ACT.

Government response: NOTED

127. Speed limits are an important engineering treatment and are set so that vehicles travelling at the speed limit have an improved capacity to respond to potential risks in the road environment, and the total energy in the system at any given time is contained at a more survivable level. Speed limits also help to regulate traffic flow and promote safety for all road users. In all cases, the general philosophy for setting speed limits is based on achieving a balance between safety, mobility and amenity.
128. The maximum speed limit in the ACT is 100km/h while the urban default speed limit is 50km/h. In general terms, the following speed limits apply in the ACT:
- 40 km/h in school zones, worksites and certain other precincts;
 - 50km/h on all residential roads;
 - 60km/h on major collector roads;
 - 60km/h and above for arterial roads.
129. In the ACT, speed limits are determined in line with national standards and guidelines, including Australian Standard AS1742 and the Austroads Guide to

Road Safety. TAMS applies these standards and guidelines to determine the speed limit that should apply to new road infrastructure and to the existing road network when speed limits are reviewed.

130. Factors taken into account under these guidelines when setting speed limits include: the road function and performance; road cross-section and geometry; and roadside development. In certain circumstances, reduced speed limits can be applied at black spot locations when speed is found to be a contributing factor to crashes.
131. In 2012, TAMS undertook a review and audit of speed limits and signs on the ACT arterial road network. The study found that in the majority of cases the current speed limits correctly reflected the surrounding environment. However, the review did find that some 5 per cent of the 3,300 speed limit signs had some inconsistencies, such as insufficient repeater signs and speed signage being incorrectly located with other signs. As a result, during 2013 additional speed signs were installed at 164 locations to ensure consistency with the Australian Standard. Speed limit adjustments were also made to three ramps on Gungahlin Drive.

Government proposal

132. TAMS will continue to apply speed limits in line with national standards and guidelines, and will conduct reviews of speed limits in the ACT as required.

RECOMMENDATION 25

The Committee recommends that the Minister for TAMS conduct an evaluation of the trial announced in April 2014 to provide defined separation between cyclists and other traffic. The results of the evaluation should be provided to the Legislative Assembly within three months of completion.

Government response: AGREE

133. The defined separation trial comprises four devices at six locations across Canberra where the separation between on-road cyclists and motorists could be improved. The devices provide a subtle but important separation that helps define cyclists' road space where more solid separation is difficult.

134. The devices range from tactile line marking to raised mountable kerbing to help identify the edge lines of the cycle-way and maximise the separation between cyclists and adjacent traffic.

135. The sites and separation devices being trialled include:

- Athllon Drive, on the approach to Scollay Street – a continuous low profile rubber kerbing on the approach to the roundabout to discourage traffic from accessing the on-road cycle lane when turning into Scollay Street.
- Corner of Pialligo Avenue and Fairbairn Avenue –riley kerbing, a low profile pavement marker with reflectors, as well as additional reflectors to further enhance the presence of the on-road cycle lane.
- London Circuit between Edinburgh and Constitution Avenue – vibraline (also known as rumble strips) to reinforce the presence of the on-road cycle lane and alert drivers who might accidentally veer into the lane with a rumbling noise.
- Vernon Circle between London Circuit and the Parkes Way bridge – vibraline along both sides of the road.
- Corner of Northbourne Avenue and Barton Highway – vibraline.

Government proposal

136. TAMS is conducting bi-monthly evaluations throughout the 12 month trial period to determine the durability and success of each treatment in enhancing road safety outcomes for on-road cyclists. TAMS will engage key groups such as Pedal Power, MRA and NRMA to help assess the suitability of each separation device. The results of the trial will be provided to the Assembly within three months of completion.

RECOMMENDATION 26

The Committee recommends that the ACT Government conduct a trial of motorcycle lane filtering and forward-stop boxes in Civic by March 2015. The trial should be independently monitored and evaluated and the results of the trial should be publicly available.

Government response: AGREE IN PRINCIPLE

137. Motorcycle lane filtering is when a motorcycle rider moves past stationary or slow moving vehicles in the same lane. Currently lane filtering contravenes a number of Road Rules including:

- Rule 144: Keeping a safe distance when overtaking.
- Rule 146: Driving within a single marked lane or line of traffic.
- Rule 147: Moving from one marked lane to another marked lane across a continuous line separating the lanes.

138. A NSW lane filtering trial was held between 1 March 2013 and 30 April 2013. The results of the NSW trial – which were released on 26 February 2014 – showed that lane filtering is a relatively low risk riding activity for motorcyclists when done in lower risk / low speed traffic situations (30km/h and under).

Government proposal

139. The government will conduct a trial in 2015 that will allow motorcyclists to lane filter in safe circumstances. The trial will be evaluated based on a before and after study of crashes and awareness of the rules relating to lane filtering.
140. One of the benefits of an ACT lane filtering trial is providing certainty for motorists through close alignment between ACT and NSW road rules. This would ensure there is no confusion or conflict where riders and drivers are not aware of jurisdictional differences in what is permitted.
141. The government agrees that introduction of lane filtering in the ACT should be done on a trial basis, noting that the NSW trial was of very short duration and all other jurisdictions continue to prohibit lane filtering. A trial in the ACT, of longer duration than the NSW trial, would enable the impact of the change to be formally reviewed (e.g. after a one or two year period). Both the ACT experience and any additional learnings available from the implementation of the changes in NSW could be utilised to determine whether to entrench the change as a permanent one.
142. The impact of lane filtering on traffic congestion will not be measured, due to the lower level of ACT traffic in general compared to other metropolitan areas, and the fact the NSW trial found that lane filtering had minimal impact on reducing traffic congestion in the Sydney CBD.
143. The trial will be evaluated based on a before and after study of crashes and awareness of the rules relating to lane filtering. Lane filtering and lane splitting is not specifically coded in crash data. However, same direction, lane change and side swipe manoeuvres may indicate lane filtering and splitting and will be used for the analysis.

144. While supportive of lane filtering arrangements that include forward-stop boxes, to actually implement these would require some reasonable modifications to existing traffic signal vehicle detection equipment. Funding for such modifications is not currently available and would need to be identified before TAMS could proceed with including these arrangements in any extended trial.

RECOMMENDATION 27

The Committee recommends that the ACT Government conduct a targeted education campaign to promote the safety benefits of wearing motorcycle protective clothing.

Government response: AGREE

145. Motorcycle protective clothing can prevent or reduce common injuries sustained by motorcycle riders. The ACT government previously participated in the development of *The Good Gear Guide* which was commissioned by the Department of Infrastructure and Transport (Commonwealth) and funded by the former National Road Safety Council. *The Good Gear Guide* was available from Canberra Connect Shopfronts and is still available online.

146. The government also publishes a motorcycle riders' handbook which contains important information about riding techniques, how to cope with hazards and road rules for motorcycles. The motorcycle riders' handbook is available online and from Canberra Connect Shopfronts.

Government proposal

147. The government will work with ACT Policing and motorcycle representative groups, including the MRA to better promote the safety benefits of wearing motorcycle protective clothing.

RECOMMENDATION 28

The Committee recommends that the ACT Road Rules be amended in such a way that motorised mobility scooters are recognised as a separate category

Government response: AGREE IN PRINCIPLE

148. It is recognised that mobility scooters provide an important means of transportation and mobility for older people and people with a disability.

149. Austroads is currently reviewing national arrangements for administering motorised mobility devices, including devices that would be allowed to operate on footpaths. Under the current arrangements motorised mobility devices are treated the same as motorised wheelchairs, providing they cannot travel at more than 10km/h. As with motorised wheelchairs, the users of motorised mobility devices are treated as pedestrians with similar rights and responsibilities.

Government proposal

150. The government will review the road rules and work with the Council of the Aging to determine whether amendments are required to the road transport legislation that would better address the needs of, and safety for, people who use mobility scooters.

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
1.	<i>The Committee recommends that the ACT Government conduct a review of road rules at intersections and assess changes that could be made to existing road rules that would mitigate risks to vulnerable road users.</i>	AGREE	JACS	TAMS, ACT Policing	Expiry of next ACT Road Safety Action Plan
2.	<i>The Committee recommends that the ACT Government review the current cycling education programs available in schools and that consideration is given to compulsory cycling training in all ACT primary schools.</i>	AGREE	JACS	ETD, HD, ACT Policing	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
3.	<i>The Committee recommends that the ACT Government closely monitor the traffic conditions at the intersection of Athllon Drive and Beasley Street and provide a report to the Assembly by the end of 2014.</i>	AGREE	TAMS	JACS, ACT Policing	Ongoing
4.	<i>The Committee recommends that the ACT Government introduce awareness programs for cyclists and pedestrians that includes information about off road and shared paths with a particular focus on their responsibilities to share facilities safety with other users.</i>	AGREE	JACS	ACT Policing	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
5.	<i>The Committee recommends that the ACT Government conduct a review and safety audit of shared paths and undertake modifications to reduce potential risks to users of those shared paths.</i>	NOTED	JACS	ACT Policing	Expiry of next ACT Road Safety Action Plan
6.	<i>The Committee recommends that the ACT Government conduct an audit of all pedestrian crossings to assess the safety and suitability of the crossing for the location. It is recommend that, in areas of high pedestrian and cycling activity, consideration should be given to installing shared crossings such as the example in De Burgh Street, Lyneham.</i>	NOTED	TAMS	JACS, ACT Policing	Ongoing

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
7.	<i>The Committee recommends that the requirement for cyclists to dismount at pedestrian crossings be amended to enable cyclists to remain on their bikes, but that they must slow to a walking pace prior to entering and when on the crossing.</i>	AGREE	JACS	TAMS, ACT Policing	Expiry of next ACT Road Safety Action Plan
8.	<i>The Committee recommends that the ACT Government Review the current requirements that motorcycle riders must fulfil to obtain their learner and provisional licences and evaluate their effectiveness to provide novice drivers with adequate skills and training.</i>	AGREE	JACS	ACT Policing	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
9.	<i>The Committee recommends that the ACT Government provide ongoing funding to the MRA ACT to subsidise the Mature Aged Skills Transfer course delivered by Stay Upright.</i>	NOTED	JACS		N/A
10.	<i>The Committee recommends that a vulnerable road user brochure be provided to all road users when registration renewals are mailed out. The brochure should include a profile of vulnerable road users and the safety issues that drivers need to be aware of.</i>	AGREE	JACS	ACT Policing, TAMS, HD, ETC, ESDD	2014

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
11.	<i>The Committee recommends that the ACT Government establish a consultative group to develop a cyclists' code of conduct document based on the principles outlined in the Victorian document Share roads and paths.</i>	AGREE	JACS	ACT Policing, ESDD, HD	Expiry of next ACT Road Safety Action Plan
12.	<i>The Committee recommends that an external audit be conducted on the TAMS Crash Database to evaluate its operation and functionality to ensure it is meeting the needs of all agencies who access its information.</i>	AGREE IN PRINCIPLE	JACS	TAMS, ACT Policing, ESDD	Expiry of next ACT Road Safety Action Plan
13.	<i>The Committee recommends that the ACT Government commission a research study to analyse the accuracy of accident data collected.</i>	NOTED	JACS	TAMS, ACT Policing, ESDD	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
14.	<i>The Committee recommends that the ACT Government conduct an awareness raising campaign to advise the ACT community of their obligations to report all accidents, including single and multiple vehicle accidents. The awareness raising campaign should include providing information when registration renewals are sent out.</i>	AGREE IN PRINCIPLE	JACS	ACT Policing	Expiry of next ACT Road Safety Action Plan
15.	<i>The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one metre in speed zones 60km/h and below.</i>	AGREE	JACS	ACT Policing, TAMS	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
16.	<i>The Committee recommends that the ACT Government consider amending the ACT Road Rules to mandate a minimum overtaking distance of one and a half metres in speed zones above 60km/h.</i>	AGREE	JACS	ACT Policing, TAMS	Expiry of next ACT Road Safety Action Plan
17.	<i>The Committee recommends that when implementing the minimum overtaking distance, the ACT Government develop a comprehensive community awareness and education strategy to inform all road users of the minimum overtaking distance requirements.</i>	AGREE	JACS	ACT Policing, TAMS	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
18.	<i>The Committee recommends that the theoretical component of the drivers licence test be amended to place greater focus on the examination of the road rules and associated issues as they relate to vulnerable road users.</i>	AGREE	JACS	ACT Policing	Expiry of next ACT Road Safety Action Plan
19.	<i>The Committee recommends that the ACT Government review the 22 driver competencies that must be fulfilled to pass the practical component of the drivers licence test and consider the addition of a competency relating to vulnerable road users.</i>	AGREE	JACS	ACT Policing	Expiry of next ACT Road Safety Action Plan

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
20.	<i>The Committee recommends that the ACT Government undertake a review of attitudinal components of driver licence testing including current Australian driving tests, scientific literature and international experiences with a view to possible inclusion into ACT driving tests if appropriate.</i>	AGREE	JACS	N/A	2015
21.	<i>The Committee recommends that the ACT Government examine the introduction of a strict liability scheme in the ACT. This examination should assess the impact of the scheme and include an analysis of alternative approaches, such as cascading rebuttable presumption.</i>	AGREE	JACS	ACT Policing	2015

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
22.	<i>The Committee recommends that the ACT Government present the outcomes of the above recommendation to the Legislative Assembly by March 2015.</i>	AGREE IN PRINCIPLE	JACS	N/A	2015
23.	<i>The Committee recommends that the ACT Government consider implementing a trial of lower speed limits in school zones and, residential areas with high level of pedestrian and cycling activity in close proximity to shared paths.</i>	AGREE	TAMS	JACS, ACT Policing, ESDD, HD, ETD	Expiry of next ACT Road Safety Action Plan
24.	<i>The Committee recommends that the ACT Government conduct a review of the speed limit hierarchy across all roads in the ACT.</i>	NOTED	TAMS	JACS, ACT Policing	Ongoing

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
25.	<i>The Committee recommends that the Minister for TAMS conduct an evaluation of the trial announced in April 2014 to provide defined separation between cyclists and other traffic. The results of the evaluation should be provided to the Legislative Assembly within three months of completion.</i>	AGREE	TAMS	JACS, ACT Policing	2015
26.	<i>The Committee recommends that the ACT Government conduct a trial of motorcycle lane filtering and forward-stop boxes in Civic by March 2015. The trial should be independently monitored and evaluated and the results of the trial should be publicly available.</i>	AGREE IN PRINCIPLE	JACS	TAMS, ACT Policing	2015

Table 1 – Action Plan

Rec #	Recommendation description	Government Response	Implementation – Lead Agency	Other Agencies/Partners	Implementation Timeline
27.	<i>The Committee recommends that the ACT Government conduct a targeted education campaign to promote the safety benefits of wearing motorcycle protective clothing.</i>	AGREE	JACS	ACT Policing	Ongoing
28.	<i>The Committee recommends that the ACT Road Rules be amended in such a way that motorised mobility scooters are recognised as a separate category.</i>	AGREE IN PRINCIPLE	JACS	N/A	Expiry of next ACT Road Safety Action Plan