

Queensland Road Safety Action Plan

2008–2009



safe⁴life



Queensland Government
Queensland Transport
Department of Main Roads

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Minister's foreword

As the Minister responsible for road safety in Queensland, I am delighted to introduce the new *Queensland Road Safety Action Plan 2008 – 2009*.

Road trauma continues to be one of Queensland's most serious public health issues, costing the community \$3.6 billion per year in lost productivity, property damage and costs to the hospital system and emergency services, as well as the incalculable personal loss of loved ones. We have achieved significant improvements in road safety over recent decades with the introduction of key measures such as the speed camera program, the general blood/breath alcohol limit of 0.05 and random breath testing. These achievements are reflected in the sizeable reduction in the road toll over the past three decades. Unfortunately the decline has now slowed.

The initiatives we have included in this Action Plan provide the greatest opportunity for real and lasting change. We have planned a coordinated package of initiatives which includes improvements to road infrastructure, proven enforcement measures, new public education campaigns, innovative new technology and support for cutting edge research. Our initiatives embrace national and international best practice and are consistent with plans in other Australian jurisdictions, while strongly reflecting Queensland's unique environment and demography.

For the first time, this Action Plan is structured around the best practice safe system framework. This approach recognises that road safety requires attention to all aspects of the road system. By moving towards safe roads and roadsides, safe vehicles, safe speeds and safe road users, we can save lives.

To deliver the initiatives set out in these pages, Queensland Transport will work in collaboration with its key road safety partners, the Queensland Police Service and the Department of Main Roads. However, government cannot reduce the road toll alone. Regular consultation with stakeholders is essential to ensure that the expertise and passion of the industry and community is brought to the table when developing road safety initiatives and policies.

Queensland is also leading road safety at a national level through our role as chair of the Commonwealth Government's Safety and Security Working Group which oversees a program of work within the areas of road safety, rail safety and transport security in the new National Transport Plan and Policy Framework. The new framework promises to be an important step forward in addressing Australia's present and future transport needs in a coordinated and integrated manner, moving beyond old preoccupations with state and territory borders. The Safety and Security Working Group has overseen the development of the recently released *National Road Safety Action Plan 2009 – 2010*. The *Queensland Road Safety Action Plan 2008 – 2009* is consistent with this document and both follow the safe system approach to road safety.

The Queensland Government will not be complacent about injuries and fatalities on our roads. The next few years will pose unique challenges for Queensland as we balance changing economic circumstances with continuing population growth and ongoing concerns about road safety. However, I am confident that, by working together, we can reduce the road toll and make our roads safe for all Queenslanders.

JOHN MICKEL MP
Minister for Transport

Introduction

The Queensland road toll in recent years generally has been half that of 30 years ago, despite large increases in population and vehicle ownership. There has been a marked downward trend in road fatalities over the past three decades as a result of key road safety policy interventions (see Figure 1). Significant road toll reductions resulted from the introduction of measures such as the lowering of the blood/breath alcohol concentration (BAC) limit from 0.08 to 0.05 in 1982, the introduction of random breath testing in 1988 and the introduction of speed cameras in 1997. However, since 1999 the road toll has plateaued.

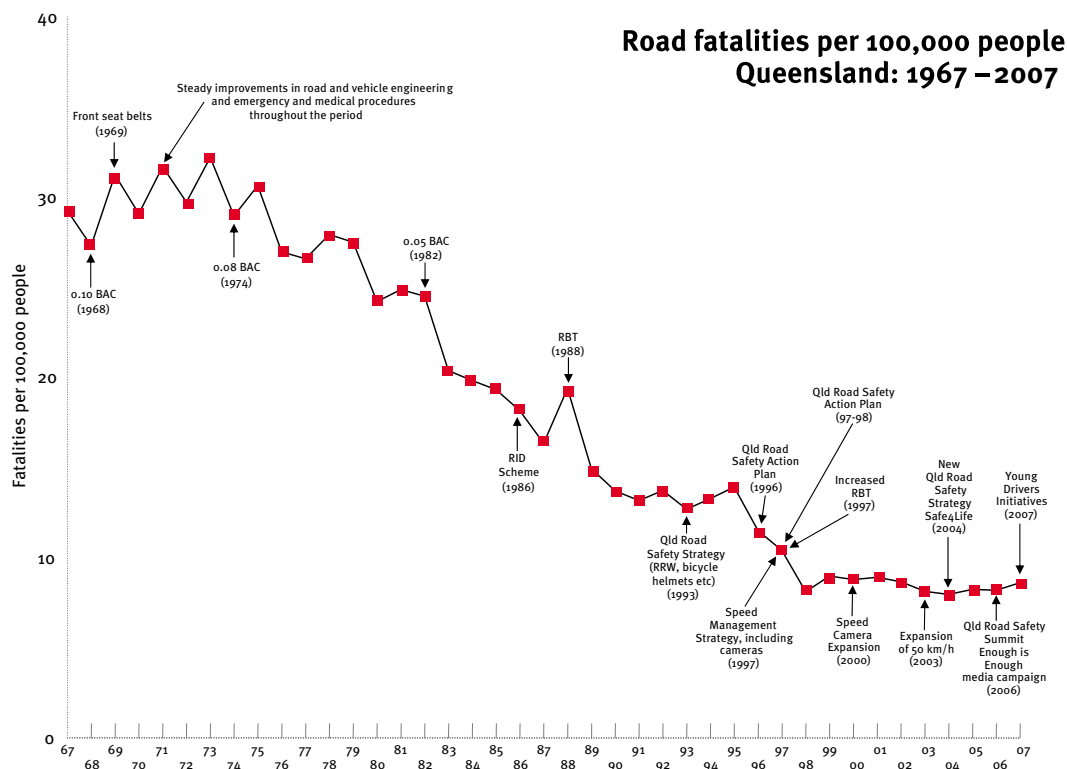


Figure 1

While the Queensland Government is proud of the improvements made over past decades, road trauma remains an enormous cost to the community in terms of hospital, medical, rehabilitation, property damage and economic and emotional loss. Therefore, it is important that a structured approach, informed by the latest research and analysis, is adopted in order to target resources to where there is the greatest potential to save lives.

Road safety in Queensland is guided by the *Queensland Road Safety Strategy 2004 – 2011* (the Strategy). Our vision is *safe4life*, encapsulated in four key outcomes:

1. Safety-focused attitudes and behaviours and optimal health outcomes in the event of a crash

We will use tools such as education and intelligence based enforcement to promote safety-focused attitudes and behaviours by road users, industry and government. Should a crash occur, we will deliver optimal health outcomes for crash victims and their families.

2. Safe roads, safe road environments and safe management of traffic

We will build and maintain safe roads and road environments through more forgiving roadsides, effective management of traffic and treatment of high risk stretches of roads.

3. Safe vehicles that reduce injury severity and maximise the chance of avoiding a crash

Safe vehicles help to avoid crashes and reduce the severity of injuries when a crash occurs. Investigation and adoption of vehicle safety features are a key aspect of providing safety for all road users.

4. A community that values road safety as a priority

By making road safety a priority across our community, we can maximise the benefits to be gained from the first three outcomes.

The Strategy sets a target for the Queensland road toll of no more than 5.6 fatalities per 100,000 population by 2011, modelled on the target agreed by Transport Ministers and contained in the *National Road Safety Strategy 2001 – 2010*.

The Strategy is supported by two-yearly action plans that identify priority areas and ensure that the objectives of the Strategy are met during the period of each action plan. However, it is important to note that not all road safety work planned for 2008 and 2009 is listed here. Queensland has an ongoing and responsive road safety program in place, encompassing targeted programs of evidence based policy, enforcement, licensing and public education. Both new and ongoing actions will still occur as part of continuous efforts to improve safety for all road users.

This is the third and penultimate action plan to bring life to the Strategy. A robust framework and methodology to support an evaluation of its effectiveness in reducing the road toll is under development and work is underway to prepare for the development of the next Strategy.

The safe system framework

This *Queensland Road Safety Action Plan 2008 – 2009* (the Action Plan) adopts the safe system approach, which guides road safety policy in jurisdictions across Australia.

Safe system principles were first set out in the *National Road Safety Action Plan 2005 – 2006*. The concept proposes a design for a safe transport system that is forgiving of human error, minimises the impact of crashes to survivable levels and reduces the contribution of road user behaviour to road crashes. The approach emphasises that road safety is a *shared responsibility* between all parties associated with the roads – the owners of the road system, vehicle designers and road users. A safe system is one where

the likelihood of a crash is reduced and where the crashes that do occur have minimal risk of death and serious injury.

The approach encompasses the following elements:

- **Safe roads and roadsides** aims to improve the infrastructure of roads and the surrounding road environment to minimise both the likelihood of a crash happening and the severity of the crashes that do occur;
- **Safe vehicles** aims to increase the adoption of safety features in vehicles that prevent crashes and minimise the danger to vehicle occupants and other road users in the event of a crash;
- **Safe speeds** aims to encourage travel at speeds that are appropriate to the conditions and limit the physical impact forces of crashes to survivable levels; and
- **Safe road users** aims to influence road user behaviour through public education, enforcement and licensing. This latest Action Plan focuses on the following specific risky behaviours and road user groups: alcohol and drugs, unrestrained occupants, fatigue, young road users, motorcyclists, seniors, heavy vehicles, vulnerable road users and high risk offenders.

The Action Plan sets out a comprehensive plan that addresses each element of the safe system approach, creating a framework that supports achievement against each of the four safe4life outcomes of the Strategy. Where initiatives listed in the Action Plan address more than one element of the safe system approach, these initiatives are listed under each relevant section.

Community and industry engagement

The *Queensland Road Safety Strategy 2004–2011* recognised that by building strong relationships and making road safety a priority across our community, we can maximise the benefits of policy, licensing, enforcement and public education campaigns. Harnessing the alliance of the community, government, researchers and industry will encourage greater ownership of road safety outcomes.

An extensive network of regional road safety committees is currently in place. The Road Safety Partnership Project with the Moreton Bay Coast and Country Regional Roads Group is an opportunity to enhance collaboration between the state and local governments. The Project will deliver a road safety strategic and action plan for the region with a focus on road trauma reduction, influencing reduction on car dependence, road user behaviour, road engineering and design and leadership, coordination and partnership. Partners in the project include Queensland Transport, Department of Main Roads, Queensland Police Service, Local Government Association of Queensland (LGAQ), Institute of Public Works Engineering Australia (IPWEA) and the Moreton Bay and Somerset Regional Councils.

The government also has formal partnerships in place with a number of community and industry groups with an interest in road safety through the Queensland Road Safety Committee, Road Freight Industry Council and Motorbike Safety Working Group. Membership of these groups represent only some of the organisations that the government engages with in the development of road safety policy.

Queensland Road Safety Committee

As an outcome of the inaugural Queensland Road Safety Summit in 1995, the Minister for Transport and the Minister for Main Roads established the Queensland Road Safety Committee in 1996 to provide ongoing community, agency and industry input into road safety policy and programs.



Organisations are selected to provide a wide coverage of perspectives and expertise in road safety matters with membership comprising representatives of government agencies, research institutions, industry bodies and community organisations. Current members include the Department of Main Roads, Queensland Police Service, Queensland Transport, Department of Education, Training and the Arts, Department of Emergency Services, Queensland Health, Motor Accident Insurance Commission, LGAQ, IPWEA, Australian College of Road Safety, Centre for Accident Research and Road Safety Queensland (CARRS-Q), Older People Speak Out, Queensland Council of Parents and Citizens Associations, Inc., Queensland Country Women's Association, Queensland Trucking Association, Queensland Youth Council and Royal Automobile Club of Queensland (RACQ).

Road Freight Industry Council

The Road Freight Industry Council was established in 1983. Membership of the Council is by invitation from the Minister and includes stakeholders from the Department of Main Roads, Queensland Police Service, Queensland Transport and various industry groups and associations.

The Council established the Heavy Vehicle Safety Committee in 2008. The Council and Safety Committee provide leadership, identify and develop safety initiatives and actively promote efficient and safe road freight operations within the heavy vehicle transport industry. The Council also provides advice to the Minister on matters affecting the road freight industry.

Queensland Motorbike Safety Working Group

The Queensland Motorbike Safety Working Group is an advisory group, established to provide advice to Queensland Transport about safety for motorcyclists on Queensland roads. The Working Group aims to improve the understanding of crashes involving motorcycles and to comment on research, policy development and motorcycle safety marketing campaigns.

Membership of the Working Group consists of key industry and motorcyclist groups and representatives from other government departments with an interest in motorcycle safety.

Key principles from the *Queensland Road Safety Strategy 2004 – 2011*

Road safety in Queensland is...

Evidence based with the identification of road safety issues and solutions being based on analysis of crash data, transport trends, road safety research and community input.

Equitable by ensuring that road safety practice caters for all users of the road transport system regardless of transport mode and geography and reduces or removes disadvantages where possible.

Innovative by leading in the development of new road safety initiatives and approaches (for example, emerging technologies and techniques) that have the potential to reduce road trauma.

Collaborative by continuing to establish, grow and maintain alliances with a wide range of national, state and local government agencies, industries, interest groups, community organisations and individuals and harnessing these partnerships to deliver integrated solutions.

Responsive to the needs and perceptions of Queenslanders by consulting and effectively educating communities in the identification, understanding, ownership and resolution of road safety issues.

Accountable with individual initiatives being regularly monitored and evaluated using outcome based performance indicators (for example, reductions in travelling speeds, crash numbers and severity and increased feelings of safety for all road users).

Proactive, recognising that future road safety challenges and opportunities will need research and understanding to implement timely and appropriate initiatives.

Broadly based by seeking to influence and be influenced by transport, public health, education, security and other relevant whole of government community agendas.

Cost effective with the selection and management of road safety initiatives being based on value for money and a demonstrated ability to reduce road trauma.

Initiatives for 2008 – 2009

The Action Plan sets out initiatives for implementation over 2008 and 2009 under the key safe system principles of *safe roads and roadsides*, *safe vehicles*, *safe speeds* and *safe roads users*. Some initiatives are new, others are extensions of past initiatives and others build the foundation for future initiatives.

The responsible agencies are listed in **bold** after each action. Other government, industry and community stakeholders not listed may also have involvement in the consultation, promotion and delivery of initiatives.

Initiatives marked with an asterisk (*) are duplicated under all relevant sections where there is cross-over, for example, *Implement national heavy vehicle fatigue reforms* is listed in both the *Fatigue* and *Heavy vehicles* sections.

Safe roads and roadsides

Queensland's road network spans some 180,500 kilometres. The state controlled component makes up 34,500 kilometres and is the state's largest community asset. The road network provides a vital link between communities, which is particularly important to Queensland, with its decentralised population and large landmass. However, easy and efficient travel can be accompanied by increased safety risks.

The *National Road Safety Strategy 2001 – 2010* estimated that almost half of the targeted 40 per cent decrease in the road toll by 2010 could be achieved by improving the safety of the road network.¹ Analysis of crashes also reveals that 80 per cent of serious crashes occur on just 16 per cent of the network, so there is considerable scope to make genuine improvements to the road toll by upgrading the safety aspects of roads and roadsides.

The *Safer Roads Sooner* package, managed by the Department of Main Roads, is a key example of this type of safety intervention. It focuses on high benefit, low cost road safety measures that target identified and potential high crash locations and includes projects such as clearing roadside vegetation, installing crash barriers to protect vehicles from roadside obstacles, introducing new rest stops and laying audiotactile linemarking to help prevent fatigue related crashes.

Improving the safety of the road system has two elements: reducing the chance of a crash occurring and making the road environment more forgiving in the event of a crash.



¹ Australian Transport Council. (2000). *The National Road Safety Strategy 2001 – 2010*. Canberra: Australian Transport Safety Bureau.

Initiatives

Target high risk crash locations

- **Implement the *Safer Roads Sooner* package:** The 2008–09 program includes provision for a number of new statewide initiatives, including:
 - › *Motorcycle Safety Mass Action Program**: This initiative will allocate \$1 million over two years to address roads showing a high crash rate for motorcyclists. Routes with high crash levels will be audited by engineers and an experienced motorcyclist. Treatments will be implemented along the entire length of identified routes and will be focused on providing motorcyclists with a self explaining road environment while providing forgiving roadsides that minimise crash severity.
 - › *Intelligent sign treatments*: This initiative will allocate \$500,000 to the treatment of crash locations using vehicle and road condition actuated signs which identify and respond to vehicles travelling at higher speeds and therefore are at greater risk of a crash. Types of treatments to be considered include curve warning speed signs that warn drivers approaching substandard curves too quickly and variable speed limit signs that activate when road conditions change or when high speed vehicles are identified.
 - › *Audiotactile Linemarking Mass Action Program**: The first audiotactile linemarking program, an initiative from the 2006 Road Safety Summit to treat 1000 kilometres of roads with new marking, will be extended to treat an additional 700 kilometres of the state controlled road network. (MR)
- **Implement the new statewide planning funding model for road improvements*:** A number of road safety elements across Queensland will receive funding under this new model, including intersections with high crash frequencies, hazards close to roads, driver fatigue countermeasures, steep or hazardous routes and treatment of pedestrian accessible overpasses to prevent objects from being dropped or thrown onto traffic below. The program will be finalised over 2008–09 in preparation for rollout in 2009–10. (MR)
- **Upgrade roads in high crash zones:** Additional funding of \$47.604 million will be injected into the *Safer Roads Sooner* program to allow for the upgrade of roads in high crash areas.
- **Target roads with above average crash rates*:** In some locations, extensive upgrades might not be possible in the immediate term. The Department of Main Roads in collaboration with Queensland Transport and the Queensland Police Service will target identified roads with above average crash rates in these locations with reduced speeds, improved signage and increased enforcement. (MR / QT / QPS)

Improve the forgiving nature of the road environment

- **Install median crash barriers*:** The Department of Main Roads will develop and implement policy and guidelines to mandate the use of median crash barriers on upgrades to existing and new high speed, high volume freeways and motorways to counter cross-median head on crashes. (MR)



Safe vehicles

There have been rapid advances in vehicle safety over the past few decades and manufacturers are increasingly incorporating key safety features like air bags, antilock brake systems and seatbelt reminder systems into vehicle designs. Emerging technologies can further enhance safety for all road users.

Vehicle safety features can prevent crashes from occurring in the first place and help to reduce the severity of injuries in the event of a crash to both vehicle occupants and other road users involved. For example, Electronic Stability Control improves vehicle handling by detecting and preventing loss of steering control and the potential for dangerous skids. Emerging Intelligent Transport Systems are harnessing information processing, communications, sensing and computer control capabilities for sophisticated crash evasion and notification systems.

Consumer demand is a key factor in encouraging vehicle manufacturers to innovate and adopt safety features. Governments can play an important role in providing people with meaningful information about safety features and ratings for new and used models and encouraging consumers to make safety a priority when choosing a vehicle for purchase.

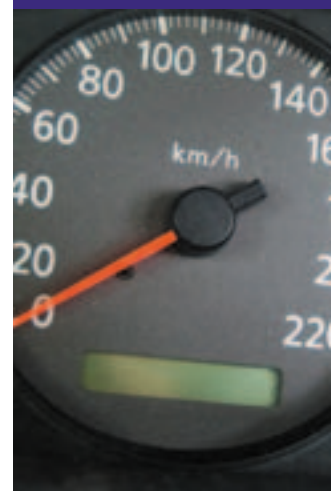
The Action Plan will see the government continue to promote the benefits of safe vehicle technologies to consumers and fleet managers and provide support for cutting edge research into new safety technologies and systems.

New safety technologies save lives, reduce the severity of injuries and reduce the cost of crashes to the community.

Initiatives

Influence the development and adoption of new safety features in vehicles

- **Support, develop and promote the Australasian New Car Assessment Program:** The Australasian New Car Assessment Program (ANCAP) gives consumers information about the performance of new vehicles in crashes, promotes safe vehicle technology and encourages the purchase of vehicles with high levels of occupant protection and safety features such as Electronic Stability Control and curtain air bags. Queensland Transport will promote awareness of ANCAP test results and vehicle safety technology through an enhanced 'Stars on Cars' campaign and will continue to provide ongoing financial support to ANCAP. (QT)
- **Promote the Used Car Safety Ratings Program:** The Used Car Safety Ratings Program analyses real world crash data to identify used vehicle models that offer drivers and other road users better protection in a crash. Queensland Transport will continue to provide ongoing financial support and promote the program to provide guidance to used vehicle buyers in choosing safe models. (QT)
- **Develop a national framework for using in vehicle and at roadside technology:** Queensland will lead the development of a national policy and technology framework to provide guidance on how to best use vehicle technologies that can reduce road trauma. (QT)
- **Introduce new safety standards for the Queensland Government fleet:** QFleet will introduce new mandatory minimum safety standards for passenger vehicles and light commercial vehicles in the government fleet. Queensland Transport will work with QFleet to ensure any new policy would form an integrated framework with other policies, including environmental and climate change policies. (QFleet / QT)



Speeding
can mean the
difference
between a near
miss and a
fatal crash.

Improve the safety of heavy vehicles with new technology

- **Investigate the use of rollover warning devices in heavy vehicles*:** Vehicle rollovers in crashes involving heavy vehicles contribute substantially to injuries, fatalities and property damage. Queensland Transport will assess the introduction and technical feasibility of devices that would warn transport operators of potential early rollovers. (QT)

Develop intelligence about safe vehicle technology

- **Support research into vehicle safety technologies and the impact on road users:** Queensland Transport is co-funding research by CARRS-Q to investigate methods to assess the impact of new vehicle based technologies on road users. (CARRS-Q / QT)
- **Develop an Advanced Driving Simulator:** The Department of Main Roads and Queensland Transport are co-funding the development of an Advanced Driving Simulator by CARRS-Q to support investigation of new in vehicle Intelligent Transport System technologies to assist with the driving task. (CARRS-Q / MR / QT)

Safe speeds

In 2007, there were 95 fatalities as a result of crashes involving speeding drivers and motorcyclists in Queensland, representing 27 per cent of the road toll.² Speeding also contributes to large numbers of serious injuries and hospitalisations and tends to increase the severity of crashes involving other factors.

There is no such thing as 'safe speeding'. Crash studies have established that speeding contributes to increased stresses on the vehicle and the driver, decreases vehicle stability and increases the risk of losing control on curves or when a driver or motorcyclist brakes or swerves in an emergency. Australian research suggests that speeds just 5 km/h above average in urban areas and 10 km/h above average in rural areas are sufficient to double the risk of a casualty crash – roughly equivalent to the risk associated with a BAC of 0.05.³

Common reasons given to why people speed include the perception that speed and mobility is an asset, that speeding within an 'acceptable' margin of the posted speed limit is not dangerous, or experiencing a sense of enjoyment or thrill while speeding.

Mobile speed camera enforcement is based on the principle of general deterrence, which requires drivers to perceive the risk of being detected as high – 'anywhere, anytime' – and the level and nature of the penalty as sufficiently high to act as a deterrent. The Queensland Police Service conducts random enforcement according to this principle and Queensland Transport reinforces the safe speeds message through regular public education campaigns.

Fixed speed cameras complement the general deterrence offered by existing speed enforcement methods by delivering strong localised speed deterrence at locations with a history of speed related crashes. Fixed speed cameras are a valuable supplement to existing speed enforcement methods.

² Data Analysis Unit, Queensland Transport.

³ Kloeden, C.N., Pente, G. and McLean A.J. (2001). Travelling speed and the risk of crash involvement on rural roads. *Road Safety Research Report CR 204*. Canberra: Australian Transport Safety Bureau.
Kloeden, C.N., McLean, A.J. (2002). Reanalysis of travelling speed and the risk of crash involvement in Adelaide, South Australia. *Road Safety Research Report CR 207*. Canberra: Australian Transport Safety Bureau.



The Action Plan will see the Queensland Police Service and Queensland Transport continuing to work together to implement Queensland's speed management strategy while harnessing new developments in technology and best practice to ensure that its approach remains robust and effective.

Initiatives

Reduce speed related crashes across the road network

- **Develop the new Speed Management Strategy:** Queensland Transport, the Queensland Police Service and the Department of Main Roads will work collaboratively to develop a new, evidence based Speed Management Strategy for Queensland. Development of the Strategy will include a review of current research, programs and practices and investigation of other innovative speed initiatives. (QT / QPS / MR)
- **Expand the coverage of the speed camera program:** Queensland Transport will work with the Queensland Police Service to increase the number and geographical coverage of speed camera zones. (QT / QPS)
- **Introduce combined speed and red light cameras:** The Queensland Police Service, Queensland Transport and the Department of Main Roads will install new combined speed and red light cameras at intersections identified as having a high crash risk. (QT / QPS / MR)
- **Plan for the introduction of digital technology:** The Queensland Police Service and Queensland Transport will continue planning for the introduction of new digital technology which will enable more efficient detection and processing of camera detected offences, including speeding offences. (QPS / QT)
- **Measure the effectiveness of current speed initiatives on reducing travel speeds:** In order to assess the effectiveness of speed management and enforcement in reducing speeds to safe and appropriate levels, average travel speeds across the road network need to be established. Queensland Transport will formalise the process for the collection of speed data across Queensland to ensure that it is collected in a regular and consistent manner across the road network. (QT)
- **Support the development of a national approach to speed management:** Queensland is participating in the development of the National Speed Management Strategy and National Speed Enforcement Implementation Plan. (QT)
- **Target roads with above average crash rates with reduced speed limits*:** In some locations, extensive upgrades might not be possible in the immediate term. The Department of Main Roads in collaboration with Queensland Transport and the Queensland Police Service will target identified roads with above average crash rates in these locations with reduced speeds, improved signage and increased enforcement. (MR / QT / QPS)
- **Upgrade speed detection technology:** The Queensland Police Service and Queensland Transport will frequently review the marketplace and technology to refresh speed detection assets to ensure public confidence in the speed management program is maintained. This will also allow the Queensland Police Service to deploy various devices in a range of environments. (QPS / QT)



Alcohol can give a driver or motorcyclist a false sense of confidence which may encourage further risk taking behaviour, such as speeding and not wearing a seatbelt.

- **Enhance the unpredictability of speed enforcement:** The Queensland Police Service and Queensland Transport will work to improve the deterrent effect of speed camera enforcement through constant innovation. For example, a trial of unmarked speed camera vehicles will be carried out in police regions identified as having relatively high road tolls. (QPS / QT)

Reduce the involvement of heavy vehicles in speed related crashes

- **Implement heavy vehicle speeding compliance reform*:** Queensland Transport will introduce specific obligations under the chain of responsibility so that managers and directors, owners, maintenance personnel, schedulers and other parties must not require or allow a driver to break the speed limit during a journey. Reforms were approved by Australian Transport Council in late 2007 and are proposed for implementation in Queensland in late 2009. (QT)

Improve community awareness of the dangers of speeding

- **Implement the first phase of the new anti-speeding campaign:** Queensland Transport will implement a new campaign primarily targeting males aged 17 – 39 and 50 – 59 years. The campaign will also include key messages for female influencers and the broader community and communicate the message that speeding is unacceptable. (QT)

Safe road users

Alcohol and drugs

Despite regular anti-drink driving public education campaigns for many years, some people continue to drink and drive. In the twelve months to 31 July 2007, 107 people were killed in crashes involving drivers and motorcyclists with illegal BAC⁴, representing more than one in four fatalities on Queensland roads.⁵

Research has shown that drivers and motorcyclists have twice the risk of a serious crash at a BAC of 0.05 than at zero. The risk rises steeply at higher levels of intoxication.⁶

Other drugs like cannabis, amphetamines, benzodiazepines, hallucinogens, antihistamines and opiates can also impair driving and are often found in combination with alcohol in serious crashes.

The Queensland Police Service commenced Random Roadside Drug Testing on 1 December 2007 in conjunction with random breath testing. Random Roadside Drug Testing tests people's saliva for the presence of methylamphetamine (commonly known as speed), MDMA (commonly known as ecstasy) and THC (the active ingredient in cannabis) – drugs that are illicit, have no legal reason to be in the system of any person and are commonly identified in the bodies of drivers and motorcyclists involved in fatal crashes.

4 This measure includes drivers and motorcyclists with an illegal BAC for their licence and/or vehicle type. In Queensland, there is a general BAC limit of 0.05 for open licence holders and certain licence holders and drivers of certain vehicles are not permitted to drive with any alcohol in their system (including provisional and learner licence holders under 25 years of age, probationary licence holders and drivers of heavy vehicles, buses and taxis).

5 Alcohol figures are not finalised as test results can take up to seven months to be finalised.

6 Data Analysis Unit, Queensland Transport.



The Action Plan includes initiatives to review Queensland's drink driving policies, evaluate major enforcement programs and update major public education campaigns to ensure that road safety messages remain fresh, relevant and targeted.

Initiatives

Reduce alcohol related crashes across the road network

- **Review Queensland's drink driving policies:** Queensland Transport will conduct a review of the effectiveness of Queensland's drink driving policy regime, including:
 - › investigating the benefits of lowering BAC limits;
 - › investigating the benefits of lowering the BAC limit for high level drink driving offences;
 - › investigating the effectiveness of drink driving rehabilitation programs;
 - › considering the potential for alcohol interlocks; and
 - › undertaking public consultation. (QT)
- **Introduce a zero BAC limit for learner and provisional drivers and motorcyclists aged 25 years and over*:** Queensland Transport will introduce a requirement for all learner and provisional licence holders regardless of age to have a zero BAC. In addition, novice riders⁷ will also be required to have a zero BAC. This will ensure that all newly licensed drivers and motorcyclists develop their on road skills safely. (QT)

Improve community awareness of alcohol and drugs as road safety problems

- **Redevelop the drink driving public education campaign:** Queensland Transport will redevelop the current campaign targeting drink driving. The campaign consists of television, radio and outdoor advertising and primarily targets males aged 17 – 39 who drink and drive. (QT)
- **Raise community awareness of the risks of drink walking*:** Queensland Transport will continue to highlight the dangers associated with pedestrian intoxication in the regular and ongoing publicity program. (QT)
- **Implement the drug driving public education campaign:** Queensland Transport will continue to distribute drug driving campaign material over 2008 – 09. The campaign targets key groups at risk of drug driving and informs all motorists to be aware of random testing. (QT)

Determine the effectiveness of drug driving initiatives

- **Extend research on the Random Roadside Drug Testing Program:** Queensland Transport will fund CARRS-Q to extend their research into various components and approaches to Random Roadside Drug Testing. (QT / QPS)

⁷ The term 'novice rider' refers to the first 12 months of licensing after the learner stage even though riders may have held an open car licence for some time.



For restraints to be effective, it is important to check that seatbelts fit correctly and that children are fitted with a restraint appropriate for their age and size.

Unrestrained occupants

Failure to wear a seatbelt was a factor in 36 deaths on Queensland roads in 2007, accounting for almost a quarter of vehicle occupant fatalities where restraint use was known.⁸ Seatbelts reduce the risk of injury in a serious crash, stopping the wearer from being thrown about the vehicle and hitting hard surfaces or other occupants of the vehicle. Research has shown that seatbelts reduce the risk of death and injury by up to 50 per cent.⁹

While research has shown that the wearing rates are high in Australia and unrestrained fatalities have declined over recent years, some people do not accept the benefits of wearing seatbelts. In addition, enforcement can be difficult, particularly in rural and remote areas.

The Action Plan includes actions to continue to educate the community about the importance of properly fitted restraints and encourage the development and adoption of safe vehicle technology that supports their use.

Initiatives

Improve child restraint laws

- **Introduce new child restraint laws:** Queensland will introduce new legislation, endorsed by Transport Ministers in February 2008, strengthening the minimum requirements for restraints for children under seven years old. The new laws provide a safe pathway from capsules to seatbelts and will reduce the risk of injury to children caused by restraints that are unsuitable for their weight and height. (QT)

Influence the development and adoption of vehicle safety features that encourage restraint use

- **Promote adoption of audible seatbelt reminders:** Queensland Transport will participate in a national review of Australian Design Rule specifications to recognise seatbelt warning devices. (QT)

Encourage better use of restraints in the community

- **Promote community adoption of safe vehicle technology:** Queensland Transport will promote safe vehicle technology to the general community and encourage the purchase of vehicles with safety features such as seatbelt reminder systems. Queensland Transport will also continue its ongoing support of ANCAP and will promote ANCAP test results. (QT)
- **Promote safe restraint use in the community:** Queensland Transport will commence research with a view to redeveloping the current seatbelts public education campaign. Outdoor advertising will continue in 2008–09 with a view to launching new campaign material in 2009. (QT / QPS)



⁸ Data Analysis Unit, Queensland Transport.

⁹ American College of Emergency Physicians. (2004). Fact Sheet – Seat Belts. Accessed at <http://www.acep.org/>.

Fatigue

Fatigue was a factor in 65 fatalities on Queensland roads in 2007.¹⁰ Fatigue is difficult to identify as a causal factor in crash investigations and is believed to be largely underreported. In Queensland, a fatigue related crash is determined by whether the investigating police officers consider that fatigue was a factor and/or if it is a single vehicle crash on a rural road during high risk fatigue hours (2–4pm and 10pm–6am).

Fatigue related crashes tend to be more severe than crashes attributable to other causes, as the driver has not taken emergency action to avoid the crash. Motorists most at risk of this kind of crash are those who are sleep deprived, drive long distances without rest breaks, drive at times when they are normally asleep, have sleep disorders, are taking medication, are driving alone or are driving on a long rural road. Although driving while fatigued is often associated with long distance travel and commercial truck drivers, the majority of vehicles involved in fatigue related crashes are passenger cars.

Fatigue warning signs include sore or heavy eyes, dim or fuzzy vision, general tiredness, stiffness and cramps, aches and pains, delayed reaction times, unintentional increases or decreases in speed, fumbling for gear changes and the vehicle wandering across the road.

The Action Plan initiatives aim to educate the community about the dangers of driving while fatigued, target those road users most at risk of a fatigue related crash and work to reduce the severity of these kind of crashes should they occur.

Initiatives

Improve the road environment to reduce the severity of fatigue related crashes

- **Install median crash barriers*:** The Department of Main Roads will develop and implement policy and guidelines to mandate the use of median barriers on upgrades to existing and new high speed, high volume freeways and motorways to counter cross-median head on crashes. (MR)
- **Extend the Audiotactile Linemarking Mass Action Program element of the Safer Roads Sooner package*:** The first audiotactile linemarking program, an initiative from the 2006 Road Safety Summit to treat 1000 kilometres of roads with new audiotactile linemarking, will be extended to treat an additional 700 kilometres of the state controlled road network. (MR)
- **Implement the new statewide planning funding model for road improvements*:** A number of road safety elements across Queensland will receive funding under this new model, including driver fatigue countermeasures. The program will be finalised over 2008-09 in preparation for rollout in 2009-10. (MR)

Reduce the impact of fatigue on crashes

- **Monitor and improve the Driver Reviver program:** *Driver Reviver* is a community based road safety initiative of Queensland Transport and the Queensland Police Service with the support of community stakeholders and volunteers. Queensland Transport will continue to monitor *Driver Reviver*. (QT / QPS)

Unlike speed or alcohol, there is no technology available to support fatigue roadside detection or enforcement.



¹⁰ Data Analysis Unit, Queensland Transport.

Young drivers and motorcyclists take approximately five years to develop a full complement of driving skills.

Improve community awareness of fatigue as a road safety problem

- **Continue fatigue public education programs:** Queensland Transport will continue to implement a public education campaign involving outdoor advertising about the dangers of driving tired. Queensland Transport will also commence redevelopment of the public education campaign and implement a new campaign in 2009. (QT)

Reduce the involvement of heavy vehicles in fatigue related crashes

- **Implement national heavy vehicle fatigue reforms*:** New heavy vehicle fatigue management laws based on national model legislation are expected to be implemented in Queensland to coincide with nationwide implementation in September 2008. The reforms clarify the fatigue safety obligations of managers, drivers, owners, schedulers and other parties under the chain of responsibility and strengthen penalties to improve compliance. (QT)
- **Investigate safety in the heavy vehicle industry*:** Queensland Transport will participate in a national collaborative Australian Research Council project to investigate safety in the heavy vehicle industry in order to determine the role of key risk factors like scheduling and fatigue in heavy vehicle crashes. (QT)
- **Evaluate heavy vehicle fatigue initiatives*:** Queensland Transport will undertake an evaluation to determine the effectiveness of increased fines and demerit points for fatigue offences by heavy vehicle drivers. (QT)

Young road users

Young adults (aged 17 to 24 years) are one of the most at risk groups on Queensland roads and are disproportionately involved in fatal and serious injury crashes. Over 30 per cent of fatalities on Queensland roads in 2007 involved a young adult driver or motorcyclist.¹¹

There is evidence to suggest that young drivers and motorcyclists are more likely to underestimate risk and overestimate their ability to handle the vehicle and undertake certain manoeuvres. Lack of experience can also affect a young person's ability to estimate the risk in certain situations and then react appropriately. Young people may also tend to drive at night and with several peer passengers, exposing them to additional risks and distractions.

We should not accept that inexperience inevitably leads to crashes. The initiatives implemented by the government on 1 July 2007 aim to close the gap between real and perceived ability and help young people develop good driving skills and behaviours by encouraging extensive supervised on road experience. These initiatives include:

- a requirement for learners under 25 years of age to gain 100 hours of certified supervised on road driving experience, including 10 hours of night driving, recorded in a logbook;
- an education package for learner drivers and their supervisors, including a handbook, logbook and DVD;
- introduction of a two phase provisional licensing scheme (P1 and P2 licences);
- compulsory L and P plates;
- restrictions on mobile phone use, including hands free accessories and loud speaker functions, for learner and P1 provisional licence holders under 25, their passengers and supervisors of learner drivers;

¹¹ Data Analysis Unit, Queensland Transport.



- restrictions on carrying more than one passenger aged under 21 between 11pm and 5am for P1 drivers under 25 years of age, with exemptions for immediate family members; and
- restrictions on driving high powered and high performance vehicles for P1 and P2 drivers under 25 years of age.

Young people are also exposed to safety risks as pedestrians and cyclists, especially while travelling to and from school. Over 2008 and 2009, the government will investigate ways to promote safety among school students and build on the young driver initiatives introduced in 2007.

Initiatives

Reduce the involvement of young drivers and motorcyclists in serious crashes

- **Develop a guide for schools and community groups to select driver education programs:** It is often difficult for schools and community groups to assess the many driver and road safety education programs marketed to them. Queensland Transport will develop a guide to help these groups determine whether programs deliver road safety messages to students in a manner which will result in sustainable behavioural change. (QT)
- **Develop a best practice model for driver education for senior school students and young drivers:** While learner drivers have the lowest crash involvement of any driver group, provisional drivers are at the greatest risk in their first year of solo driving. Promising results have been found for training programs that focus on attitude-motivation and cognitive-perceptual skills.¹² Queensland Transport will profile the psychology of senior school students (Years 10 – 12) and young novice drivers in relation to their risk taking behaviours, identify key elements of effective road safety programs targeting this group and develop a best practice model. Outcomes from this research will be made available to providers of road safety programs to assist them in their program development. (QT)
- **Develop a methodology for evaluating road safety programs targeting senior school students and novice drivers:** While there are many road safety education programs delivered by a range of organisations across Queensland, most have not been evaluated to determine their effectiveness and many programs are offered by community organisations with limited resources. Queensland Transport will develop and make available to these organisations a methodology for evaluating their programs, so they can ensure their resources are being used to achieve optimal road safety outcomes. (QT)
- **Implement hazard perception testing for P1 licence holders as a prerequisite for a P2 licence:** Queensland Transport will implement an online scenario based video test of P1 licence holders' ability to perceive and react to road hazards. (QT)
- **Review information materials for young drivers:** Queensland Transport will review all young driver print and electronic material, including the Never the Same Again DVD resource, to ensure that communication to young drivers is effective, appropriate and consistent. (QT)

12 Senserrick, T. and Haworth, N. (2005). *Review of Literature Regarding National and International Young Driver Training, Licensing And Regulatory Systems*. Report to Western Australia Road Safety Council. Perth: WA Office of Road Safety.



During 2007, motorcycles made up only four per cent of the motor vehicles in Queensland but nearly 21 per cent of the Queensland road toll.

Determine the impact of the young driver and motorcyclist initiatives on improving road safety

- **Evaluate young drivers and motorcyclists initiatives:** Queensland Transport will commence an evaluation to measure how effective the package of young driver and motorcyclist initiatives introduced in 2007 and 2008 have been in reducing fatalities and injuries due to crashes involving young adults. (QT)

Improve road safety for school students

- **Develop a road safety school curriculum for Prep to Year 9 students:** The Department of Education, Training and the Arts and Queensland Transport will partner to develop a comprehensive range of road safety teaching aids, student activities and lesson plans which can be incorporated into the new school curriculum for students from Prep through to Year Nine. Material will be available to teachers throughout Queensland as a web based resource on the Queensland Transport and Department of Education, Training and the Arts websites. (DETA / QT)
- **Send back to school kits to new school students:** Queensland Transport will send back to school kits to all Prep Year and Year 1 and 2 students in Queensland at the beginning of the 2009 school year in late February. The material will provide information to students and parents about walking to school, crossing the road and other road safety issues. (QT)
- **Improve safety for children travelling to and from school:** Queensland Transport, the Department of Main Roads and local governments will work together to improve the safety performance of selected school bus routes in rural areas, improve safety for school children travelling to and from school and improve the safety of school children in the vicinity of schools. (QT / MR / Local government)

Develop a community based, strategic approach to road safety for young people

- **Undertake a trial of regional youth road safety action planning:** The Local Government Association of Queensland and Queensland Transport are partnering in a pilot project to develop a youth road safety guide and undertake a youth project to identify key road safety issues for a local government area. (QT / LGAQ)

Motorcycles

Queensland's mild climate means that motorcycles are an appealing option for both regular commuting and recreation. However, motorcyclists are one of the most at risk road user groups. Motorcycles lack the occupant protection of other vehicles, yet, unlike other vulnerable road users such as pedestrians and cyclists, are capable of travelling at high speeds, which increases the severity of crashes. Some people choose to hold on to their motorcycle licences without riding regularly, so there may also be an emerging problem of dormant licence holders returning to riding while lacking recent experience.

Significant work has been undertaken to improve safety for motorcyclists in Queensland. The 2006 Queensland Road Safety Summit highlighted motorcycle safety as an increasing problem and, following the Parliamentary Travelsafe Committee's Inquiry into the Q-Ride rider training program, the government announced a number of reforms to the current motorcycle licensing system, including enhancements to the graduated licensing system.



In April 2008, the government released the *Motorbike Safety in Queensland Consultation Paper* to stimulate discussion and gauge public opinion on a number of possible initiatives to improve motorcycle safety. The Action Plan will see the government draw on the outcomes of consultation to develop a comprehensive motorcycle safety strategy for Queensland as well as undertaking other key reforms and research.

Initiatives

Reduce the involvement of motorcyclists in crashes

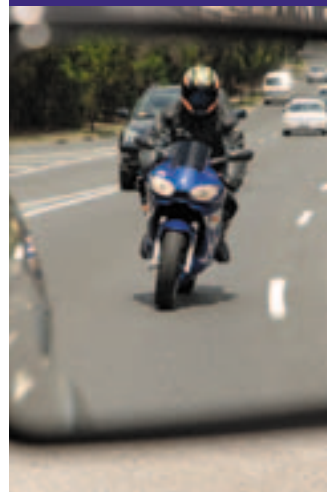
- **Enhance the graduated licensing system for motorcyclists:** Queensland Transport will remove the current provision allowing motorcyclists to progress immediately to an unrestricted licence following initial Q-Ride training and introduce a requirement for motorcyclists holding a provisional licence to display P plates. (QT)
- **Develop and launch the *Motorcycle Safety Strategy*:** Queensland Transport will undertake community consultation and develop a *Motorcycle Safety Strategy* for Queensland. New safety initiatives will include enhanced graduated licensing system components such as the Learner Approved Motorcycle Scheme, pre-learner rider education and training, public education campaigns (including encouraging use of protective and high visibility equipment), supervisor passenger restrictions, investigation of moped licensing options and other appropriate restrictions. (QT)
- **Introduce Q-Ride reforms:** Queensland Transport will introduce on the spot random audits of Q-Ride training service providers. (QT)
- **Introduce restrictions on motorcyclists carrying pillion passengers:** Queensland Transport will introduce a minimum age of eight years for pillion passengers on motorcycles. (QT)
- **Introduce a zero BAC limit for all learner, provisional and novice motorcyclists regardless of age*:** Queensland Transport will introduce a requirement for all learner and provisional motorcyclists to have a zero BAC. Novice riders in their first 12 months of licensing, even though they may have held an open car licence for some time, will also be subject to this requirement. This will ensure that all newly licensed motorcyclists develop their on road skills safely. (QT)

Improve the safety of the road system for motorcyclists

- **Implement the *Motorcycle Safety Mass Action Program* element of the *Safer Roads Sooner package**:** This initiative will allocate \$1 million over two years to address roads showing a high crash rate for motorcyclists. Routes with high crash levels will be audited by engineers and an experienced motorcyclist. Treatments will be implemented along the entire length of identified routes and will be focused on providing motorcyclists with a self explaining road environment while providing forgiving roadsides that minimise crash severity. (MR)

Improve community awareness of motorcycle safety

- **Engage with motorcyclist groups and associations:** Queensland Transport and the Queensland Police Service will continue to engage with motorcyclist groups and associations through programs like *Rider Survivor* to further promote motorcycle safety. (QT / QPS)



It is estimated that the number of senior adults aged 60 years and over in Queensland will increase by 75 per cent by the year 2021.

- **Promote motorcycle safety:** Queensland Transport will continue the motorcycle safety public education campaign. The campaign primarily targets motorcyclists but will also include key messages for motorists to be aware of motorcyclists. (QT)

Develop intelligence about new ways to improve motorcycle safety

- **Research motorcycle safety initiatives:** Queensland Transport will conduct further research to develop a package of initiatives for improving motorcycle safety, including education and training programs for motorcyclists. (QT)
- **Investigate Radio Frequency Identification Devices and other technologies:** Queensland Transport will continue to monitor research developments in the use of new technologies and methods, including Radio Frequency Identification Devices in motorcycle number plates for the purpose of vehicle identification to assist enforcement, for example, identifying speed offenders. (QT)

Seniors

Driving is important for many older people seeking to maintain their independence and mobility. While older drivers are less likely to be involved in crashes, increased physical fragility means that a serious crash is more likely to result in their death or serious injury. Frailty can also increase recovery time and coping with injuries can have a lasting impact on an older person's quality of life.

The physical conditions associated with the ageing process, such as diminished visual acuity and visual problems like cataracts and glaucoma, can also affect an older driver's ability to perceive hazards and his or her reaction time. Road signs and signals may become less easy to see and understand and navigating complex scenarios like intersections can be more demanding.

Research suggests that older drivers generally have a good understanding of the impact of ageing on their ability to drive safely and manage their own driving accordingly, for example, by avoiding trips during peak hours or at night. The government's senior drivers initiatives aim to equip older people with the information they need to continue driving safely for as long as possible, as well as working to provide the safest possible road environment and access to alternative transport options as they become necessary.

Initiatives

Provide information to help senior drivers manage their driving safely

- **Develop a handbook for older drivers:** Queensland Transport will develop a handbook for older drivers to provide them with information and advice on a range of topics to assist them to continue to drive safely for as long as possible and information to better enable seniors, their families and medical advisers to make informed decisions about their ability to continue to drive and plan for the time when driving is no longer an option. (QT)
- **Develop a guide for the safe use of Motorised Mobility Devices:** Motorised scooters (often referred to as 'gophers') are increasingly being used as a mobility aid for seniors who have difficulty walking. Queensland Transport will produce a guide to educate seniors on the safe use of Motorised Mobility Devices, including information about who can use



a device, selecting an appropriate device, maintenance of the device to ensure it remains safe to use and Queensland laws about the user's responsibilities for safe use, for example, speed limits, using footpaths and shared paths and driving on the side of the road. (QT)

Research ways to improve road safety for seniors

- **Review research on seniors road safety issues and recommended interventions:** Queensland Transport will review CARRS-Q research on seniors road safety issues to identify potential interventions to improve safety for seniors on Queensland roads. Interventions will be subject to further analysis to determine their likely effectiveness in reducing road safety risks to senior road users. (QT)
- **Monitor and evaluate recommendations from national, interstate and overseas research and initiatives:** Queensland Transport will continue to monitor developments and recommendations from the Austroads project *Trial of a Model Licence Re-Assessment Procedure for Older Drivers*. (QT)

Heavy vehicles

Approximately 440 million tonnes of freight is hauled annually on Queensland roads and road freight is expected to grow faster in Queensland than any other state over the next twenty years. Growth in the heavy vehicle fleet does not have to mean an increased safety risk. In 1998, Queensland was the first state to introduce chain of responsibility legislation to improve safety for all road users. Under the legislation, any person, not just the driver, with control over the transport task can be held responsible for breaches of road laws. Queensland Transport also develops and manages a number of heavy vehicle accreditation and compliance programs aimed at encouraging safe freight movement and flexibility for responsible operators.

The Action Plan will see Queensland set to implement new national heavy vehicle fatigue reforms, undertake further research into fatigue management, strengthen the compliance regime through enhanced and new initiatives and look at ways to harness technology to improve heavy vehicle safety.

Initiatives

Reduce involvement of heavy vehicles in crashes

- **Implement national heavy vehicle fatigue reforms*:** New heavy vehicle fatigue management laws based on national model legislation are expected to be implemented in Queensland to coincide with nationwide implementation in September 2008. The reforms clarify the fatigue safety obligations of managers, drivers, owners, schedulers and other parties under the chain of responsibility and strengthen penalties to improve compliance. (QT)
- **Implement heavy vehicle speeding compliance reforms*:** Queensland Transport will introduce specific obligations under the chain of responsibility so that managers and directors, owners, maintenance personnel, schedulers and other parties must not require or allow a driver to break the speed limit during a journey. Reforms were approved by the Australian Transport Council in late 2007 and are proposed for implementation in Queensland in late 2009. (QT)

During 2007, 23 heavy vehicle drivers, one heavy vehicle passenger and 41 other road users were killed in crashes involving heavy vehicles and many more were seriously injured.



During 2007, 10 bicyclists died as a result of crashes within Queensland, three fatalities greater than the previous five year average.

- **Implement the national heavy vehicle enforcement strategy:** Queensland Transport is working with other jurisdictions to investigate developing a single national heavy vehicle enforcement database that could be used for intelligence driven compliance and in the field. A key element of this strategy is improved sharing of information across jurisdictions. (QT)
- **Implement new compliance and enforcement legislation inspection and search powers, evidentiary provisions and sanctions:** Combined, the new powers and penalties resulting from this new legislation will provide a stronger deterrent and motivate greater compliance with transport regulations. New inspection and search powers, evidentiary provisions and sanctions will come into force in 2008. (QT)
- **Implement new compliance and enforcement legislation mass dimension and loading sanctions:** New mass dimension and loading sanctions will come into force in September 2008 to strengthen the existing regime. (QT)

Develop innovative ways to improve safety for heavy vehicles

- **Implement the Intelligent Access Program:** The Intelligent Access Program is a program developed in partnership with all Australian road agencies. It uses satellite tracking and wireless communication technology to remotely monitor where, when and how heavy vehicles are being operated on the road network. Heavy vehicles are provided with access to the national road network in return for monitoring their compliance with specific access conditions. (MR / QT)
- **Investigate the use of rollover warning devices in heavy vehicles*:** Vehicle rollovers in crashes involving heavy vehicles contribute substantially to injuries, fatalities and property damage. Queensland Transport will assess the introduction and technical feasibility of devices that would warn transport operators of potential early rollovers. (QT)

Develop intelligence on involvement of heavy vehicles in fatigue related crashes

- **Evaluate heavy vehicle fatigue initiatives*:** Queensland Transport will undertake an evaluation to determine the effectiveness of increased fines and demerit points for fatigue offences by heavy vehicle drivers. (QT)
- **Investigate safety in the heavy vehicle industry*:** Queensland Transport will participate in a national collaborative Australian Research Council project to investigate safety in the heavy vehicle industry in order to determine the role of key risk factors such as scheduling and fatigue in heavy vehicle crashes. (QT)

Vulnerable road users

Some groups are referred to as 'vulnerable road users' because of their over-representation in the road toll and the crashes they are involved in often result in severe injury. The Action Plan includes actions focusing on the following key groups of vulnerable road users:

- **Indigenous:** Much of Queensland's Indigenous population lives in regional and rural areas, exposing people to increased risk factors like greater distances travelled, higher speed limits, poorer road quality, delays in accessing treatment and rehabilitation, restricted vehicle choice and access to regular and reliable vehicle servicing. Also, it is often difficult for people living in remote communities to access the appropriate facilities in order to obtain a licence. Data suggests that Indigenous



people are disproportionately represented in driving offences such as driving while unlicensed, drink driving, overloading and lack of restraint use.

- **Pedestrians:** During 2007, there were 41 pedestrian fatalities as a result of crashes within Queensland, representing more than 11 per cent of the Queensland road toll.¹³ Alcohol and 'drink walking' is a factor in many pedestrian road deaths.
- **Bicyclists:** In response to congestion, environmental and health concerns, more people are substituting bicycle travel for short commutes by car. Like pedestrians, bicyclists are much more likely to be injured in the event of a crash than vehicle occupants.
- **Rural and remote road users:** Smaller reductions in the road toll have been achieved in rural areas compared to urban areas.¹⁴ The risk of dying in crashes in rural areas is significantly greater, a factor of both the kinds of crashes that tend to occur in rural areas and the distance from emergency services and medical help.
- **Domestic and international tourists:** Over two million international tourists visited Queensland in 2007, as well as many visitors from elsewhere in Australia.¹⁵ Tourism is a vital part of the Queensland economy and it is important to maintain Queensland's image as a safe destination. Tourists may be unfamiliar with road rules and experience disorientation and may also be at risk of fatigue related crashes, which tend to be more severe than other types of crashes.

Initiatives

Reduce the involvement of Indigenous road users in road trauma

- **Deliver the *Indigenous Licensing Program* in remote communities:** Queensland Transport will reduce unlicensed driving and the consequential social cost to Queensland and Indigenous people by continuing to actively work with remote Indigenous communities to increase the licensing rate of drivers. (QT)
- **Co-host the biennial National Indigenous Road Safety Forum:** Queensland Transport will co-host the biennial National Indigenous Road Safety Forum in conjunction with the Department of Infrastructure, Transport, Regional Development and Local Government in October 2008. (DITRD LG / QT)
- **Influence the national road safety agenda for Indigenous road users:** Queensland Transport has contributed funding for the Health *InfoNet* website to 2009, will contribute funding towards the evaluation and improvement of the Health *InfoNet* website in 2008 and will participate in the national Indigenous Road Safety Working Group. (QT)
- **Investigate Indigenous road safety issues:** Queensland Transport will conduct research and analysis, including monitoring interstate and overseas research and initiatives, to identify initiatives to address road safety issues for Indigenous road users. (QT)

Reduce the involvement of rural and remote road users in road trauma

- **Partner with regional road safety organisations to improve road safety outcomes:** Queensland Transport will contribute to the Roads Alliance

¹³ Data Analysis Unit, Queensland Transport.

¹⁴ Travelsafe Committee. (2002). Report No. 36: Rural Road Safety in Queensland. Brisbane: Queensland Government.

¹⁵ Tourism Research Australia. (2007). *International visitors in Australia: December 2007 quarterly results of the International Visitor Survey*. Canberra: Tourism Australia.



Road Safety Pilot – Road Safety Partnership Project. There is evidence to suggest that the road toll on local government controlled roads is trending upwards and this pilot program will assist local government to develop a coordinated, strategic approach to reducing the road toll on local roads. (MR / LGAQ / Regional road groups / QT)

- **Investigate best practice models for the delivery of community road safety programs:** Queensland Transport will research interstate and international best practice models for the delivery of community road safety programs. (QT)
- **Monitor rural and remote road safety issues:** Queensland Transport will monitor interstate and overseas research and initiatives to identify initiatives for addressing the road safety issues relating to road users in rural and remote areas in Queensland. (QT)

Reduce the involvement of pedestrians in road trauma

- **Develop a new *Action Plan for Walking*:** Queensland Transport will finalise a new *Action Plan for Walking* which will identify the key risks and issues for pedestrian safety and include targeted interventions to improve pedestrian road safety in Queensland. (QT)
- **Raise community awareness of the risks of drink walking*:** Queensland Transport will continue to highlight the dangers associated with pedestrian intoxication in the regular and ongoing publicity program. (QT)
- **Investigate road safety issues relating to pedestrians:** Queensland Transport will conduct research and analysis to identify initiatives to address the road safety issues relating to pedestrians in Queensland. (QT)

Reduce the involvement of cyclists in road trauma

- **Implement the safety elements of *Queensland State Cycle Strategy 2003–2021*:** A key objective of the Strategy is improving safety and security for bicyclists, including developing safe network design, construction and management practices by continuing the *Cycle Notes* series to provide best practice technical guidance to planners and engineers. (QT)
- **Investigate road safety issues for bicyclists:** Queensland Transport will conduct research and analysis to identify initiatives for addressing the road safety issues relating to cyclists in Queensland. (QT)

Reduce the involvement of tourists in road trauma

- **Investigate road safety for tourists:** Queensland Transport will conduct research and analysis to identify initiatives for addressing the road safety issues relating to international tourists driving on Queensland's roads. (QT)



High risk offenders

All unsafe road behaviours carry a high risk of a serious crash. However, the Queensland Police Service is targeting key high risk behaviours and locations with sophisticated enforcement activities. The Action Plan also includes plans to undertake research into unlicensed driving, which past research has suggested may carry an increased risk of crashes.

Initiatives

Reduce the incidence of high risk behaviours

- **Implement vehicle impoundment for specified offences:** The Queensland Police Service will introduce new vehicle impoundment laws into all remaining police regions from 1 July 2008. The new laws extend existing powers to impound vehicles to encompass driving a vehicle that is both unregistered and uninsured, driving while unlicensed or disqualified, driving under the influence of alcohol, failing to supply a specimen of breath or blood or driving under 24 hour suspension and driving an illegally modified vehicle. The laws have been trialled in the North Coast and Southern Police Regions since 1 July 2007 and were extended to the South Eastern Region on 1 December 2007. (QPS / QT)
- **Support development of the Intelligent Traffic Analysis System:** The Intelligent Traffic Analysis System will enhance existing operational and tactical analysis capability, providing timely and accurate data from a single reliable source. This will improve data integrity and quality reporting, allow for more proactive traffic policing targeting identified blackspots and enable continuous improvement in operational traffic policing. (QPS)
- **Improve detection of high risk offenders:** The Queensland Police Service will purchase new Q-Cars to target serial and high risk traffic offenders. (QPS)

Develop intelligence about high risk behaviours

- **Research unlicensed and unregistered driving:** Queensland Transport will conduct research on the key elements involved in unlicensed driving and driving unregistered vehicles and investigate those involved in crashes. (QT)



