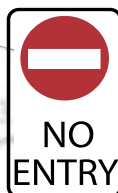
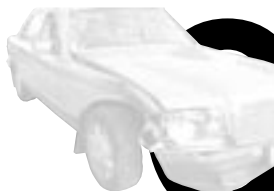


# SAFELY ON THE ROAD IN THE 21st CENTURY



ACT ROAD SAFETY  
STRATEGY 2001-2005

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## HIGHLIGHTS

The **ACT Road Safety Strategy** aims to significantly reduce death, injury and trauma on our roads by 2005.

While the ACT road toll continues to decline, there is no room for complacency and, as a community, we should not be prepared to accept even one death. Road safety is a community responsibility. In recognition of that fact, more than 100 community, industry and government representatives came together in February 1999 to lay the foundation for a new ACT Road Safety Strategy with the goals of:

- significantly reducing road trauma levels despite increasing population and travel; and
- creating community responsibility for, and participation in, road safety.

The ultimate objective is that even one road death should be seen as unacceptable in our community.

On an annual basis, it has been estimated that the monetary cost of crashes is in the order of \$6 billion, nationally. The cost in terms of personal suffering associated with road crashes is inestimable. The ACT Road Safety Strategy identifies measures aimed at markedly reducing the level of road trauma on the Territory's roads and has set the following challenging but achievable targets:–

'No road deaths' is the strongly pursued ideal, and the first step is that by the end of 2005, the five-year moving average\* for ACT road crashes should be:

- below 160 for hospitalisation injuries, as the primary indicator; and
- 15 fatalities or less, as a subsidiary indicator.

\* Moving averages reduce the effect of year to year random variations in the statistics and give an indication of trends over time.

# Key strategies to achieve the road safety goals and targets

## 1. Community involvement and co-ordination

This will include targeted education and publicity programs, together with wide public consultation.

An especially important partnership is that between the Government, community groups and the NRMA–ACT Road Safety Trust.

## 2. Education, training and encouragement of safe practice

Existing road safety and traffic awareness programs in ACT schools will be supplemented by the 'Road Ready' novice driver education program for Year 10 students.

Public education will be a high priority over the next five years, focussing initially on the new Australian Road Rules.

Particular emphasis will be given to the development of education programs for vulnerable road users, including cyclists, motorcyclists, pedestrians and older drivers.

## 3. Enforcement

A key ingredient in reducing road trauma is ensuring compliance with applicable rules and regulations. The Traffic Law Enforcement Plan of the Australian Federal Police (AFP) will be a vital adjunct to the Road Safety Strategy and will build on new enforcement initiatives.

A review of the random breath-testing program during 2001/2002 will ensure the ACT is applying best practice.

The highly successful speed camera program will be monitored and extended.

The red light camera program will be expanded during 2001.

Mandatory carriage of driver licences will be addressed nationally in 2001.

## 4. Transport planning and engineering

Road safety audits, which ensure road safety outcomes are included in road design and construction, will be a strong element of the Strategy.

The Traffic Warrant System (which identifies the need for traffic engineering road safety improvements) will enhance safety and amenity for all road users.

The Strategy continues to give priority to the application of the national Black Spot program to the ACT.

## 5. New technology and safe vehicles

New technology offers considerable potential to improve road safety. The ACT will monitor developments to target implementation of cost-effective technology, such as: ignition interlocks to prevent drink driving and non-use of seatbelts; speed and following distance warnings; and fatigue monitoring.

## 6. Research, monitoring, evaluation and reporting

The ACT will continue to review and enhance data collection.

Ongoing monitoring and evaluation is essential in the provision of cost-effective road safety outcomes. Comprehensive independent evaluations will be undertaken of the speed camera and 'Road Ready' programs.

## 7. Safe driving reminders

A program of road crash markers is being used to highlight the location of serious injury and fatal crashes. They will serve as high-profile reminders to the community of the importance of road safety and the need to drive carefully and responsibly.

The markers are posts erected near relevant crash sites. Posts for fatalities are black, those for serious injury are red.

# THE CHALLENGE

Over the last five years, there have been 42,106 crashes on ACT roads resulting in 98 fatalities and 1026 admissions to hospital. The resultant grief and suffering is inestimable. In financial terms, this level of road trauma has been estimated to cost the community around \$173 million each year.

The tables opposite outline the trends in crashes and casualties in the ACT in the past decade.

Given the small number of ACT crashes and casualties compared to other Australian jurisdictions, it is very difficult to explain the reasons for changes in both the absolute figures and trends in road trauma.

The number of people admitted to hospital remains disturbingly high and, all too often, represents the forgotten statistic in the road trauma equation.

The recent rise in injury crashes and casualties is also of great concern. The reason for this increase in crash severity is uncertain, but speed is the main contender as the key causal factor — the introduction of speed cameras should result in a reduction in this statistic.



### ***On-road Crashes in the ACT, 1991–2000***

<b>Year</b>	<b>Property</b>	<b>Injury Crashes</b>	<b>Fatal Crashes</b>	<b>Total Crashes</b>
1991	8400	572	18	8990
1992	8665	528	19	9212
1993	8335	577	11	8923
1994	8181	502	16	8699
1995	9008	499	13	9520
1996	8353	525	17	8895
1997	7440	506	17	7963
1998	7032	544	20	7596
1999	8444	549	16	9009
2000	8116	511	16	8643

Source: Dept of Urban Services, Traffic Data Unit

### ***On-road Casualties in the ACT, 1991–2000***

<b>Year</b>	<b>Received Medical Treatment</b>	<b>Admitted To Hospital</b>	<b>Deaths</b>	<b>Total Casualties</b>
1991	520	211	19	750
1992	491	175	21	686
1993	570	156	12	738
1994	445	186	18	649
1995	481	172	13	666
1996	480	245	23	748
1997	494	222	17	733
1998	586	203	22	811
1999	550	182	18	750
2000	469	174	18	661

Source: Dept of Urban Services, Traffic Data Unit

## Comparison with other Australian jurisdictions

Since 1988, the ACT has been the lowest among all Australian jurisdictions for rates of persons killed and seriously injured per head of population and per vehicle kilometre of travel within the ACT.

The current Australian road safety performance in terms of fatality rates is set out in the following table:

### Road Fatality Rates by State/Territory, 1999

(Fatalities per 100,000 population)

NSW	VIC	QLD	SA	WA	TAS	NT	ACT	<b>AUST</b>
9.01	8.09	8.83	10.11	11.71	11.27	25.40	6.13	<b>9.28</b>

Source: Australian Transport Safety Bureau



## ROAD USERS AT RISK

The following road users are particularly at risk:

- young drivers and passengers, especially males under 25;
- elderly drivers and passengers;
- motorcyclists, particularly inexperienced riders and males under 25;
- pedestrians — especially children under 15; adults 20-24; and the elderly. An alarmingly high proportion of adult pedestrians involved in road crashes is intoxicated to some degree; and
- cyclists — particularly under 20.

These categories continue to be over-represented in the ACT's annual road statistics, as they do nationally. In the last three years, some 45% of all casualties occurred among people younger than 30 years of age. The single most vulnerable age group continues to be 15-25, which accounts for about 36% of all casualties.

A worrying feature of recent statistics is the significant number of people not wearing seat belts. In 1998, for example, 27% of people killed were not wearing restraints, as were some 8% of admissions to hospital.

### Contributing factors to crashes

Many factors, in particular the human element, can contribute to a serious crash, namely:

- speed;
- alcohol and other drug use;
- inattention;
- age and experience;
- inability to cope with interstate differences in conditions;
- failure to observe other road users;
- poor health/mental state;
- lack of defensive driving skills;
- failure to light a vehicle or bicycle at night;
- dark clothes worn by a pedestrian;
- road conditions; and
- wet weather.

When a crash happens, the following factors impact on the severity of the crash:

- the impact speed of the vehicle;
- incorrect or non-use of seat belts or child restraints;
- lack of protective clothing and equipment;
- roadside hazards (eg, trees, street lights);
- driver response/lack of emergency driving skills; and
- age of vehicle (in-built safety features and crash protection).

Once a crash has occurred, the following factors can influence the trauma outcome:

- type, quality and proximity of medical facilities; and
- critical incident counselling.

## THE NATIONAL AND REGIONAL SCENE

The National Road Safety Strategy forms the framework under which the various State and Territory strategic plans operate. A new National Strategy was launched in November 2000. The ACT Road Safety Strategy is consistent with this national initiative.

The NSW government has also launched its Road Safety 2010 Plan to reduce the State's road toll dramatically and, again, its strategies are quite complementary to those in the ACT Road Safety Strategy.

### Proximity to New South Wales

The ACT is an 'island' within NSW. Any road travel to or from the Territory must be through NSW. About 25% of all road travel undertaken by ACT motorists is outside the Territory and more than one in three accidents involving ACT vehicles occur interstate. ACT motorists need to be aware of the range of driving environments that may be encountered outside the ACT and be prepared to respond to changes in conditions.

The substantial upgrading of major links from Canberra to areas such as Sydney and the NSW South Coast has led to a significant increase in travel — both to and from the ACT. While better roads reduce the likelihood of crashes, other factors such as fatigue remain as potential dangers.

The proximity of Queanbeyan and Yass to Canberra gives an additional dimension to the ACT's daily travel pattern. A significant proportion of these centres' populations often

travels to Canberra for employment, business and recreational purposes.

These factors mean that conformity wherever possible with NSW driving regulations and practices assists road users across the ACT region.

## GOALS AND TARGETS

**The goals of the ACT Road Safety Strategy are to:**

- significantly reduce road trauma levels despite increasing population and travel; and
- create community responsibility for, and participation in, road safety.

The ultimate objective is that even one road death should be seen as unacceptable in our community.

Achieving the following targets will ensure the Strategy's goals can be met:–

'No road deaths' is the strongly pursued ideal, and the first step is that by the end of 2005, the five-year moving average for ACT road crashes should be:

- below 160 for hospitalisation injuries, as the primary indicator; and
- 15 fatalities or less, as a subsidiary indicator.

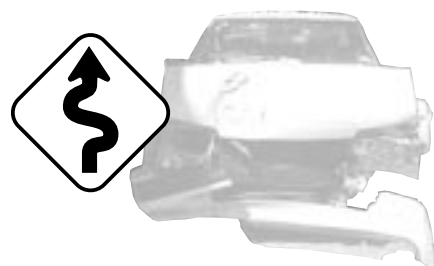
The **Targets** are based on current numbers of road fatalities and hospitalisation accidents (all measured as moving averages). The sample size of ACT road accidents, and

fatalities in particular, is relatively small. To ensure targets are not open to distortion through particularly sharp annual fluctuations, they have been grouped together by means of moving averages. This provides the level of stability necessary to ensure that the ACT Road Safety targets are reasonable and accurate.

In particular, the very small number of fatalities (the average for the last five-years is 19.6) is effectively statistically random and this figure has therefore been given less priority than hospitalisation injuries, which are a much better indicator of the real level of serious road trauma.

In the last decade, the ACT has generally over-achieved against targets set for fatalities and hospitalisations. However, complacency has no place in road safety and the bar must continually be raised in the fight against road trauma.

The new targets are ambitious when taking into account anticipated increases in population, vehicle registrations and road travel. They are, nonetheless, considered to be achievable and reflect the targets suggested at the 1999 ACT Road Safety Strategy Forum. The Targets will be open to review over the life of the Strategy to ensure that they continue to accurately reflect all contributing factors to the road safety environment. In this regard, there will be a mid-term review involving wide community consultation.



# THE STRATEGIES

The seven main **strategies** that will help achieve the **goals** and **targets** are as follows:

1. COMMUNITY INVOLVEMENT AND CO-ORDINATION
2. EDUCATION, TRAINING AND ENCOURAGEMENT OF SAFE PRACTICES
3. ENFORCEMENT
4. TRANSPORT PLANNING AND ENGINEERING
5. NEW TECHNOLOGY AND SAFE VEHICLES
6. RESEARCH, MONITORING, EVALUATION AND REPORTING
7. SAFE DRIVING REMINDERS

## 1. Community involvement and co-ordination

A major thrust of the ACT Road Safety Strategy is community involvement. Road safety is a community responsibility and, by mobilising community resources to help change attitudes, unsafe behaviour on our roads can become socially unacceptable.

Community involvement will include targeted education and publicity programs designed to improve the understanding of road safety issues and ways to reduce risk. It will encompass wide public consultation and will enhance partnerships already in place. Groups with particular road safety interests include:

- educational institutions;
- police and emergency services;
- government transport authorities;
- health organisations, particularly hospital emergency departments and drug and alcohol services;
- motoring organisations;
- community groups;
- town planners, developers, engineers, transport planners and architects;
- the NRMA–ACT Road Safety Trust;
- private sector companies and organisations; and
- owners and staff of licensed premises.

These groups were included in the development of the Strategy and it is intended that they be invited to participate in a mid-term review of its performance.

Co-ordinating the interests and skills of all stakeholders will assist in maximising resources in promoting road safety in the ACT and region. Community support and participation must be a part of today's road safety programs, for without the community's collective wisdom and drive to achieve results, the Strategy's goals and targets will not be achieved.

The ACT is fortunate in that it already has a substantial platform of existing community partnerships in road safety on which to build. Examples of current community participation are:

- the Driver-Reviver Stops (community service clubs);
- Safe Young Driver Awards (Australian College of Road Safety); and
- Bike Conspicuity Campaign (Pedal Power and bike retailers).

A particularly notable partnership is the one the NRMA–ACT Road Safety Trust has forged with government and community bodies. With a charter to enhance road safety for the benefit of the ACT road-using community, this statutory public charitable trust has contributed some \$13 million towards innovative road safety initiatives since it was established in 1992. With the ACT Government and NRMA Insurance Limited providing over \$500,000 annually through the road safety contribution to the work of the Trust, it is an invaluable community participant in ACT region road safety.

## 2. Education, training and encouragement of safe practice

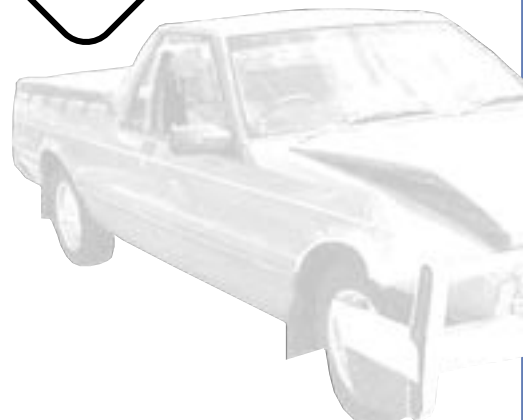
Education is an important part of any road safety strategy, to change attitudes and behaviour in the community. ACT schools have well-established road safety and traffic awareness programs. Since early 2000, these have been supplemented by the 'Road Ready' novice driver education program, which is now available to all ACT year 10 students and has been implemented in almost all high schools.

Road safety is a community responsibility and, as a consequence, road users need to be educated in all facets of road safety. Public education will be a high priority over

the next five years, focussing initially on the new Australian Road Rules. Other issues to be addressed will include:

- the impact of alcohol and other drugs on driving;
- speeding;
- fatigue;
- using seat belts and child restraints;
- modifying driver behaviour to meet changed driving conditions; and
- proper maintenance of vehicles.

Particular attention will be directed towards the 'at risk' groups in our community. With the ACT's population ageing, emphasis will be given to the development of education programs for older drivers.



Specific projects will include:

- promotion of fitness and health to enhance safe driving practices;
- possible impact of medication on driving ability;
- upgrading driving skills through further training; and
- mobility options as an alternative to driving.

Cyclists, motorcyclists and pedestrians are especially vulnerable road users who also require targeted safety campaigns, and each group will be the focus of specific educative programs. Implementing the safety elements of the ACT Bicycle Strategy has already commenced.

### 3. Enforcement

A key ingredient in reducing road trauma is ensuring compliance with applicable rules and regulations. Consistent and regular enforcement is important in fostering a positive road safety culture. There is little point in legislating road safety initiatives if road users believe infringements will not be detected and penalised.

The AFP's three-year Traffic Law Enforcement Plan will be a vital adjunct to the Road Safety Strategy and will build on new enforcement initiatives.

Speed is a major factor in a high proportion of serious and fatal crashes. Enforcing speed limits remains a priority and the introduction of speed cameras into the ACT in October 1999 has had an extremely positive impact on speed reduction. In speed camera trials conducted just prior to their

introduction, half of the vehicles checked were exceeding the posted limits, but in the first six months following their introduction, the proportion of vehicles exceeding the speed limit dropped by 26%. There was also a 63% decrease in drivers exceeding the limit by over 10km/h in speed camera zones.

The proportion of Australians holding a licence is increasing. In 1971, 65% of the driving age population was licensed and in 1995 it was 89%. The mandatory carriage of driver licences is an issue to be addressed during 2001 by all States and Territories, including the ACT.

Random breath testing has been operating very effectively in the ACT since 1983 and remains a critical tool in combating drink driving. The Department of Urban Services and the AFP will conduct a review of the program during 2001 to ensure the ACT is applying best practice.

Repeat drink-drivers remain a concern to road safety authorities nationally and countermeasures such as ignition interlocks to prevent drivers from starting their cars if they have been drinking are being trialed in some Australian States. The ACT Government will monitor these trials closely.

It has been estimated that drugs (other than alcohol) may be a factor in about 25% of fatal road crashes. All Australian jurisdictions are addressing the issue of detecting these drugs in drivers and the ACT will keep abreast of developments in this area.

The application of double demerit points during nominated holiday periods continues to be an effective road safety countermeasure. Linking the program to that operating in NSW has ensured consistency of approach between both jurisdictions and has



facilitated the promotion and evaluation of this initiative.

The use of 50 km/h urban speed limits is a speed management tool being adopted in a large number of local government areas in

NSW and most other jurisdictions. The ACT is trialing this speed management option for two years.

Red light cameras can be an effective tool to improve driver behaviour when approaching traffic signals. Their introduction into the ACT should significantly reduce the chances of severe right angle crashes at high-risk intersections.

#### 4. Transport planning and engineering

Transport planning encompasses issues ranging from alternative transport options to minimise risk exposure, to the safe design and engineering of roads and traffic systems. Road safety factors and priorities thus need to be incorporated in the planning, design, construction and maintenance of the ACT road system.

Land use planning could also be used to reduce, where practical, car trip distances and thus minimise road user exposure and risk. Encouraging greater use of buses (as by far our safest transport mode) will also improve road safety.

Road safety audits, which ensure road safety outcomes are included in road design and construction, will be a strong element in this Strategy. This will be reinforced by careful maintenance of key traffic facilities, such

as lights, signs and line-markings. The new Traffic Warrant System recommended by the Legislative Assembly Urban Services Committee (which identifies the need for traffic engineering road safety improvements) will also enhance safety and amenity for all road users.

The treatment of hazardous sections of road, usually referred to as 'black spots', is a well-recognised road safety countermeasure and a companion to road safety audits. The ACT has benefited from national Black Spot programs and the Strategy will continue to give them priority.

#### 5. New technology and safe vehicles

New technology offers considerable potential to improve road safety. Generally referred to as Intelligent Transport Systems (ITS), this technology has the capacity to:

- reduce drink driving by fitting alcohol interlocks;
- ensure seatbelts are worn;
- maintain safe following distances between vehicles;
- restrict vehicle speed; and
- monitor driver alertness.



ITS will typically involve engineering systems built into vehicles or the road that alert the driver and/or passenger/s as appropriate. The ACT will monitor these developments in order to target implementation of any cost-effective new technology.

The ACT complies with relevant national vehicle safety regulations and ensures their compliance through a comprehensive system of on- and off-road vehicle inspections.

## 6. Research, monitoring, evaluation and reporting

The development of effective road safety policies and programs relies on sound data and critical research and analysis. The maintenance of effective road safety programs requires an ongoing program of monitoring and evaluation. The ACT will continue to review and enhance data collection and support a focussed national and local research program. Ongoing monitoring and evaluation of programs and projects is essential to provide cost-effective road safety outcomes.

Formal reporting procedures must also be put in place to ensure that government agencies are accountable for the implementation of strategies and achievement of the targets set out in the Strategy.

Australia's federal system allows the States and Territories to benchmark practices and procedures across the nation. In the area of road safety, this provides the opportunity to assess the effectiveness of relevant counter-measures. Comprehensive, independent evaluations of the introduction of speed cameras and the 'Road Ready' program will

provide important assessments of these key initiatives.

The ACT Road Safety Strategy places high priority on continued membership of Austroads and other national transport bodies, which provide access to information on new developments and best practice.

## 7. Safe driving reminders

A program of road crash markers is being used to highlight the location of serious injury and fatal crashes. They will serve as high-profile reminders to the community of the importance of road safety and the need to drive carefully and responsibly.

The markers are posts erected near relevant crash sites. Posts for fatalities are black with a white cross; those for serious injury are red with a white line for each person injured. They will be routinely erected on arterial and rural roads and on residential roads after appropriate consultation with the people involved. Signs will also be erected to explain the significance of the markers.

Each December, the posts will be removed from their normal sites and reinstalled at a highly visible city location to reinforce the road safety message for the holiday period.

## RESOURCES AND FUNDING



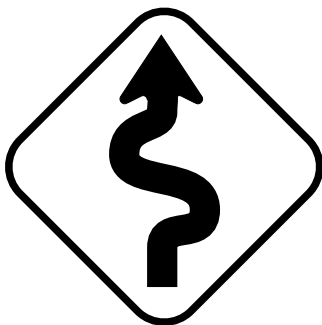
The balance between community expectations and what can be

delivered, given limits to influencing driver behaviour and scarce government resources, must be carefully managed. Road safety programs must be delivered efficiently and effectively, drawing on best practice wherever possible.

Co-ordination between ACT Government agencies to avoid duplication of effort and maximise effective use of resources is important. However, it is the creation and development of innovative partnerships with the community and industry which have the greatest potential for reducing road trauma in our community.

The ACT Road Safety Action Plan (see next column) is a key tool in these areas.

The ongoing funding arrangements for the NRMA–ACT Road Safety Trust will also provide stable funding for developing priority road safety initiatives in the ACT.



## THE ACT ROAD SAFETY ACTION PLAN

While the Road Safety Strategy outlines the long-term goals, targets and policies, the ACT Road Safety Action Plan is a shorter term, action-oriented document focussed on programs and initiatives to achieve the Strategy's goals and targets. The Action Plan will include new initiatives and priorities and is the key management tool for the ACT's road safety program.

The specific time frame for many projects and the need to balance resource demands means that the Action Plan will be a two year 'rolling' plan, which is reviewed twice a year. This will allow the incorporation of new projects and facilitate the evaluation of completed projects.

The Department of Urban Services will manage the Action Plan. Review and upgrading of existing activities will be a key element in the Plan.

## REVIEW AND REPORTING

The effectiveness of the ACT Road Safety Strategy and the Action Plan will be enhanced through a regular review and reporting process with an annual report on progress to the Minister for Urban Services.

A mid-term review of the Strategy planned for 2003 will also be a key milestone in assessing the performance of the ACT Road Safety Strategy and will involve wide community and industry consultation.

## THE FUTURE

The focus of road safety has changed markedly in recent years. It is no longer just a 'transport problem' but must now be regarded as a much broader community health and behaviour issue.

None of us can achieve substantial progress in road safety alone. It is combining the efforts by all levels of government, the private sector, and most importantly the community, that maximises the outcome of enhanced, expanded and successful road safety programs.

Most importantly, road safety must be seen as ultimately being an individual and community responsibility — not just something which can be fixed by the government controlling a few maverick drivers or building better roads. Using the road is a responsibility, not an automatic right or privilege, and educating the community to accept this is a major challenge for the future.

The ACT has the best road safety record in Australia and we have the expertise and commitment to improve it further in this new century. However, we must not be complacent as it will be difficult to maintain the current good record, given the increasing numbers of drivers and pressures on our resources. A key element is to address the difficult areas of changing driver attitudes and behaviour. Ultimately, it is up to road users, both as individuals and as part of the ACT community, to make safe roads a reality — and we are quite confident we can do so!

## PARTICIPATING ORGANISATIONS

Representatives of the following community, industry and government bodies were invited to participate in the 1999 ACT Road Safety Forum, which laid the foundation for the ACT Road Safety Strategy:

AAMI Insurance

ACT Council of Parents & Citizens Associations Inc

ACT Council of Social Service, Inc (ACTCOSS)

ACT Department of Education & Community Services

ACT Department of Health & Community Care

ACT Department of Justice & Community Safety

ACTION

Alcohol & Drug Foundation ACT

Association of Independent Schools ACT

Australian College of Road Safety

Australian Council for Health, Physical Education & Recreation

Australian Council for Rehabilitation of Disabled

Australian Driver Training Association

Australian Federal Police



<p>Australian Federal Police Association</p> <p>Australian Hotels Association — ACT Region Branch</p> <p>Australian National University</p> <p>Australian Transport Safety Bureau</p> <p>Australian Trucking Association</p> <p>Barnardos ACT</p> <p>Belconnen Community Council</p> <p>Breathalyser Services Pty Ltd</p> <p>Bus &amp; Coach Association — Canberra Branch</p> <p>Canberra Business Council</p> <p>Canberra Cabs</p> <p>Canberra Hospital</p> <p>Catholic Education Office</p> <p>Chamber of Commerce &amp; Industry, ACT &amp; Region</p> <p>Chartered Institute of Transport — ACT Chapter</p> <p>Civic Youth Centre</p> <p>Community &amp; Public Sector Union</p> <p>Council of ACT Motor Clubs</p> <p>Council on the Ageing (ACT)</p> <p>Drugs &amp; Alcohol Service</p> <p>Emergency Services Bureau</p> <p>GIO Australia</p> <p>Gungahlin Community Council</p> <p>Head Injury Council of Australia Inc</p> <p>Institution of Engineers Australia — Canberra Division</p> <p>Insurance Council of Australia Ltd</p> <p>International Union of Public Transport</p>	<p>Kidsafe</p> <p>Licensed Clubs' Association of the ACT</p> <p>Life Education ACT</p> <p>Migrant Resource Centre of the ACT</p> <p>Motorcycle Riders Association</p> <p>Motor Trades Association ACT Ltd</p> <p>National Association for Loss &amp; Grief (ACT)</p> <p>National Brain Injury Foundation Incorporated</p> <p>National Capital Authority</p> <p>NatRoad Limited</p> <p>North Canberra Community Council</p> <p>NRMA–ACT Road Safety Trust</p> <p>NRMA Limited</p> <p>NSW Roads &amp; Traffic Authority — Southern Region</p> <p>Pedal Power ACT Inc</p> <p>Police Department (NSW) — Queanbeyan</p> <p>Public Health Unit — Southern NSW</p> <p>Queanbeyan City Council</p> <p>Red Cross — ACT</p> <p>St John Ambulance Australia (ACT)</p> <p>Trades &amp; Labour Council of the ACT Inc</p> <p>Transport Training ACT</p> <p>Transport Workers' Union</p> <p>Tuggeranong Community Council Inc</p> <p>University of Canberra</p> <p>Weston Creek Community Council</p> <p>Yarrowlumla Shire Council</p> <p>Yass Shire Council</p>
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**SAFELY ON THE ROAD IN THE 21ST CENTURY**

**ACT ROAD SAFETY STRATEGY 2001-2005**

Publishing services N° 01/0851