

ACT ROAD SAFETY ACTION PLAN 2003 - 2004

Introduction

The **ACT Road Safety Action Plan** is the functional component of the ACT Road Safety Strategy. While the Strategy is an aspirational policies and principles document, the Action Plan is flexible and designed to achieve and monitor the goals and targets outlined in the ACT and National Road Safety Strategies. The key strategies for the ACT are set out in this document as headings for actions.

The Target of the National Road Safety Strategy is to be achieved by:

- *continuing existing effective measures;*
- *enhancing and/or achieving wider implementation of measures with further potential; and*
- *introducing new measures;*
- *through pursuit of the following strategic objectives:*
- *improve road user behaviour;*
- *improve the safety of roads;*
- *improve vehicle compatibility and occupant protection;*
- *use new technology to reduce human error;*
- *improve equity among road users;*
- *improve trauma, medical and retrieval services;*
- *improve road safety policy and programs through research of safety outcomes; and*
- *encourage alternatives to motor vehicle use.*

– the National Strategy

The Action Plan comprises a set of priority projects that are focussed on achieving specific road safety outcomes. The Plan is a whole of government plan including projects across ACT Government agencies and also involves community groups and the private sector. The Action Plan is a living document intended to respond to new issues and priorities as they arise.

Accordingly, although the Department of Urban Services is the lead agency and has primary accountability for most of the actions, many other agencies and community organisations play important roles in ensuring the Plan is successfully implemented.

The key aim of the Strategy is to reduce deaths and injuries on ACT roads through initiatives that will produce:

- Safer people (meaning all road users).
- Safer roads.
- Safer vehicles.
- Community based action.

Achievements arising from the 2001 –2002 Action Plan

Major achievements under the previous Action Plan include:

- The introduction of the **Road Ready** Learner Licence course in February 2000 (made compulsory in August 2000) and Road Ready Plus in February 2001. Both programs are part of an integrated program that assists new drivers for a period of four years from the time they first begin to consider learning to drive until they have completed their provisional driver period.
- Extension of the **Red Light and Speed** camera program across Canberra from December 2000: there are now nine cameras in operation.
- Extension of the **Mobile Speed** camera program: from 28 declared roads to 52 declared roads.
- Information was prepared to assist **older drivers** and the NRMA ACT Road Safety Trust has funded a series of SafeDrive Medical Seminars designed to improve the awareness and skills of doctors and other health professionals in relation to older drivers safety issues.
- Detailed **evaluations** were commissioned on: the Road Ready program; Road Ready Plus; red light cameras; speed cameras; and the trial of 50km/h speed limits on local streets.
- The NRMA ACT Road Safety Trust received **research reports** on studies commissioned by it in the areas of 'Passenger Influences on Drivers' and 'Drivers with Dementia'. These studies will be used to guide policy development in these areas.
- The ACT Government is an active member of the Australian **Bicycle Council** and meets regularly with cycling groups to discuss cycling issues, such as the ACT Bicycle Liaison Group (ACTBLG) and ACTBLG Capital Works Sub committee. Action has been taken on each of the main objectives outlined in *Australia Cycling – The National Strategy 1999-2004*.
- Introduced additional surveillance and reporting on dangerous projections on **bull bars** to reduce the potential for injury to pedestrians and cyclists.
- Launched first component of **rego.act**. this first component is a hand held wireless device that uses cutting edge technology to give on-road vehicle inspectors and police access to ACT driver licensing and vehicle information while still in the field.

- Roads ACT completed a number of projects aimed at providing smoother **traffic** flow and increased safety.
- Roads ACT also monitored a number of locations for possible inclusions in the federal Government's **Black Spot** funding program.
- Ongoing **liaison with community groups** and other bodies with an interest in road safety including active participation in the ACT Chapter of the Australian College of Road Safety and the Traffic Liaison Committee.

These initiatives have contributed to a major reduction in road trauma in the ACT as outlined in the following table.

Table 1
ACT Road Fatality and Casualty data 1998 - 2002

Year	1998	1999	2000	2001	2002
Fatalities	22	18	18	16	10
Casualties	812	750	661	606	405

The total numbers of casualties and fatalities have more than halved over this period and the ACT remains the safest of all Australian jurisdictions in terms of road crashes.

The Australian Automobile Association (AAA) undertook a benchmarking study 'National Road Safety Strategy 2001-2010 Progress Report (available on-line at <http://www.aaa.asn.au/directions/directions%201-03/NRSS.htm>) examining progress towards implementing outcomes of the National Road Safety Strategy. The Strategy has as a goal a 40% reduction from 1999 crash rates. The national fatality rate in 2002 was 8.75. The study notes that while it is pleasing to note that this is the lowest rate recorded in the past decade and continues the downward trend, it is still above that which might be expected if the target is to be achieved. If it is assumed that the 40% reduction target is to be met by a simple linear rate of reduction over the eleven years to 2010, then it could be expected that by 2002 the national fatality rate would be 8.29, not 8.75.

The study found that If the national targets are applied to each of the States, then five out of the eight states are 'behind target'. Only Western Australia, Tasmania and the ACT are 'on target'. The study notes these results are disappointing, particularly considering that 'easy gains' might be expected to be achieved in the early years of the Strategy.

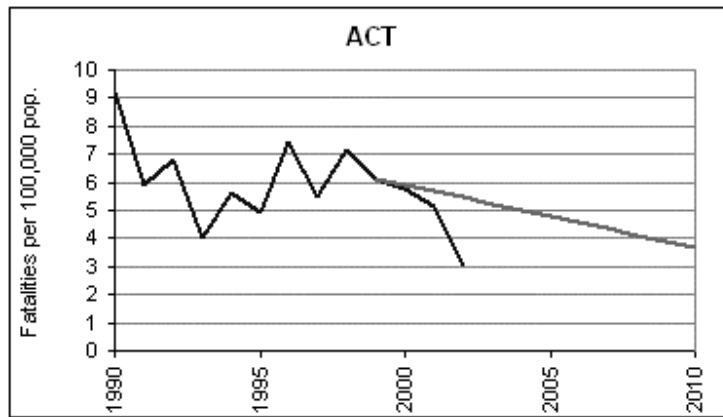
Table 2
Fatalities per 100,000 population.

	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	AUST
1990	13.66	12.52	13.76	15.78	12.15	15.36	41.53	9.21	13.66
1991	11.24	11.38	13.34	12.72	12.65	16.50	40.49	5.88	12.23
1992	10.89	8.90	13.72	11.32	12.07	15.76	32.26	6.79	11.29
1993	9.69	9.74	12.71	14.90	12.47	12.31	25.99	4.01	11.06
1994	10.68	8.42	13.08	10.82	12.40	12.49	23.97	5.65	10.81
1995	10.14	9.28	13.91	12.28	12.07	12.05	35.08	4.93	11.17
1996	9.36	9.14	11.53	12.28	13.99	13.49	39.59	7.46	10.76
1997	9.18	8.19	10.63	10.00	10.96	6.76	32.10	5.52	9.54
1998	8.77	8.37	8.07	11.30	12.18	10.17	36.32	7.13	9.36
1999	9.00	8.13	8.94	10.11	11.66	11.27	25.40	6.13	9.30
2000	9.39	8.54	8.92	11.08	11.31	9.14	26.09	5.79	9.52
2001	8.36	9.46	9.12	10.21	8.71	12.97	25.58	5.15	9.20
2002	8.58	8.15	8.66	10.12	9.33	7.39	27.49	3.09	8.75

Source: Australian Bureau of Statistics 3201.0; Australian Transport Safety Bureau *Fatal Crash Database*

Figure 1

National Road Safety Strategy: *State comparison of performance (1990-2002) against target (2000-2010).*

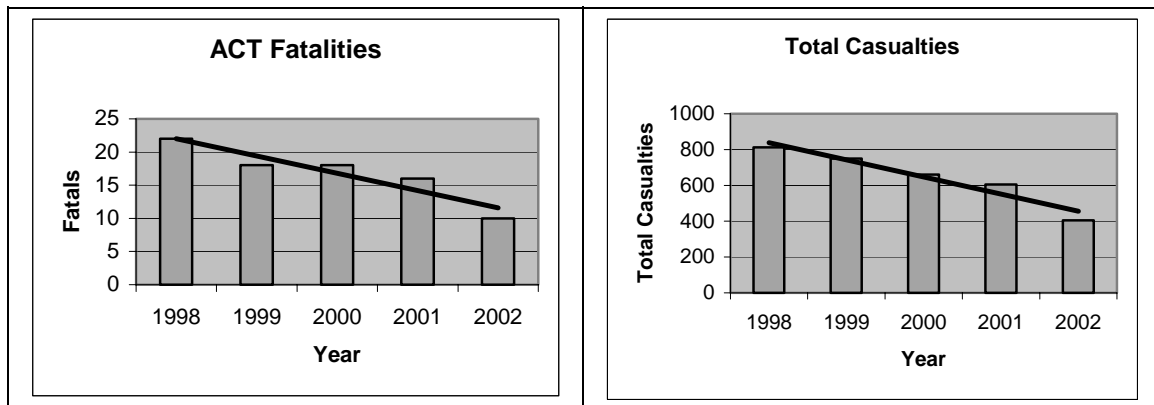


*National Road Safety Strategy 2001-2010 Progress Report (available on-line at <http://www.aaa.asn.au/directions/directions%201-03/NRSS.htm>)

Figure 1 shows that the ACT is already well below the target set under the National Road Safety Strategy. The challenge will be to maintain these gains given the small number of fatal crashes in the ACT.

Figure 2

ACT Fatalities and Casualty Data



The pleasing trend show by the graphs in Figure 3 is that both fatal crash data and injury data are showing similar downward trends.

The 2003 – 2004 Action Plan

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 will be reviewed on a regular basis. This will allow incorporation of new projects and the results of the evaluation of completed projects.

Current road safety programs will continue in parallel with the Action Plan, although review and upgrading of existing activities will be a key element in the plan.

The Road Safety Action Plan complements the National Road Safety Action Plan and is divided into seven target areas:

- Community involvement and coordination
- Education, training and encouragement of safe practices
- Enforcement
- Transport planning and engineering
- New technology and safe vehicles
- Research, monitoring, evaluation and reporting
- Safe driving reminders

Funding

The capacity to undertake the actions listed is dependant on existing budget allocations and priorities and/ or successful grant applications to the NRMA-ACT Road Safety Trust.

Community Involvement and Co-ordination

A major thrust of ACT Road Safety 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.

NRMA - ACT Road Safety Trust

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 community, this statutory public charitable trust has contributed some \$14.5 million towards innovative road safety initiatives since it was established in 1992. The Trust is recognised as an invaluable community participant in ACT region road safety.

While the Trust has a wide focus with its funding initiatives, it continues to give high priority to younger drivers who are over-represented in crash statistics. At the other end of the spectrum the older driver category remains a priority also.

Two areas of research currently in focus relate to (1) the potential for early childhood learning to influence road safety and (2) better understanding and influencing the risk taking behaviour of young male drivers. The 2002/2003 grants program included funding for:

- A television road safety campaign featuring the dangers of using a **mobile phone** while driving.
- Costs associated with the delivery and evaluation of the **Road Ready** graduated licensing program.
- A **share the road** television campaign targeting cyclists and motorists that utilises the successful Queensland commercial 'Tango'
- Seminars for health professionals on issues relating to **older road users** and their ability to drive.

Special groups and issues

Not all road users enjoy the same level of safety. Particular at risk groups include:

- youth;
- older people;
- pedestrians;
- cyclists; and
- motorcyclists.

Measures directly targeting these groups are not always the most important means of achieving better safety outcomes for group members. For example, the biggest factor in the dramatic national reduction in pedestrian fatalities that occurred between 1989 (501 fatalities) and 2000 (288 fatalities) was almost certainly a marginal reduction in urban travel speeds (largely associated with the introduction of speed camera programs and traffic calming measures), rather than any measure that targeted pedestrian safety directly.

Improvements to speed management, road infrastructure and other generic measures listed above are important to achieving further safety improvements for all these groups.

A small number of important group-specific measures have been listed below. Action to address other group-specific issues should continue, including on-going measures from the first Action Plan.

Ongoing

NRMA-ACT Road Safety Trust Maintain Partnership on road safety initiatives	NRMA Insurance Ltd DUS
Chair of Road Trauma and Emergency Medicine Provide support for the Chair's work in the area of road trauma and road safety	Canberra Hospital Canberra Clinical School DUS

Actions

*Examine extensions to graduated licensing systems to improve the safety of novice drivers; for example, night time driving restrictions / same-age passenger restrictions.	DUS
Motorcycle safety: examine safety of older riders given increasing numbers of crashes for this group; promote motor cycle safety – through Motorcycle Awareness Week	DUS Motorcycle groups NRMA ACT Road Safety Trust
Examine the possibility of retesting drivers every 10 years or create an avenue for police to be able to request a retest.	ACT Policing
Lead and participate in broad community initiatives promoting cyclist safety; Promote safe cycling through community events such as Bike Week and through sponsored events like RTA Big Ride	DUS ACT Policing Cycling groups
Assessing fitness to Drive-Austrroads & NRTC have commissioned review of medical standards relating to .fitness to drive. Fitness to drive will continue to be recommended by medical practitioners in line with the guidelines.	DUS & Medical Practitioners

(Note: Projects marked with a '**' are from the ATC National Road Safety Action Plan)

Education, training and encouragement of safe practices

Education is an important part of any road safety action plan, to change attitudes and behaviour in the community. ACT schools have well-established road safety and traffic awareness programs (teaching young children correct procedure for crossing the road-eg Hector the Cat Road Safety program). 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 focussing on a number of issues.

Speed

Travel speed affects the severity of crashes, as well as the risk of involvement in a crash.

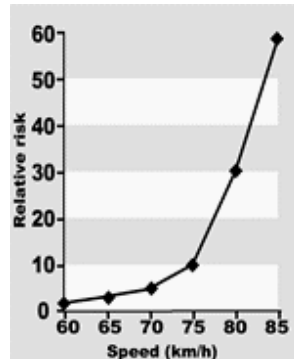
Figure 4
Travel speed and relative risk

Speed	Relative Risk
60	1.00
65	2.00
70	4.16
75	10.60
80	31.81
85	56.55

Source: Roads and Traffic Authority of NSW

There is evidence from an extensive body of research that even small reductions in vehicle speeds result in a marked reduction in the number of road fatalities and serious injuries.

Figure 5
Graphic representation of travel speed and relative risk



Source: Roads and Traffic Authority of NSW

Community attitude surveys show growing public understanding of speed risks, and majority support for quite strict approaches to speed management. However, this is still well short of the profound change in public attitudes to drink driving that developed over the last two decades.

There is still a widespread belief that it is only speeds well in excess of current limits (or prevailing speeds) that are risky — though this is now a minority view. Australian research has provided direct evidence that speeds just 5 km/h above average in urban (60 km/h) areas, and 10 km/h above average in rural areas are sufficient to double the risk of a casualty crash: roughly equivalent to the increase in risk associated with a Blood Alcohol Concentration of 0.05. The evidence also indicates that although ‘moderate’ speeding (within 10 or 15 km/h of the posted limit) is far less risky than more extreme speeds, it makes a comparable contribution to serious road crashes because it is so common.

Speed enforcement programs backed by extensive publicity were a major factor in the substantial national reduction in road fatalities (37%) that occurred between 1989 and 1997. Compliance with speed limits is still far from perfect, and better compliance would cut road deaths significantly. The National Strategy notes the need for enforcement and education initiatives to *promote the public perception that compliance ‘everywhere, all the time’ is the best way of avoiding penalties and improving safety.*

Ongoing

<p>The 'Road Ready Program' Expand and evaluate this novice driver education and licensing program</p>	<p>DUS Dept of Education and Community Services</p>
<p>Continued promotion of Road Ready Plus licence course to further educate young drivers. Benefits include to drive without displaying P plates and the demerit points allowance increased to 8.</p>	<p>DUS</p>
<p>Road Safety Promotion and Public Education Provide general road safety information as well as targeted campaigns on special issues and for high-risk groups</p>	<p>DUS Dept of Education and Community Services ACT Policing</p>
<p>Road Safety Education in ACT Schools Develop and implement school road safety programs</p> <ul style="list-style-type: none"> - Kenny Koala Primary school program - Mentoring Road safety Kit for Colleges, High Schools and Primary Schools - School safe - Travelsafe - Roadzone (upper secondary) 	<p>DUS; ACT Policing; Dept of Education and Community Services; PALM; TravelSmart NRMA/Questacon</p>
<p>Driver Licensing, Training and Assessment Review and refine the competency based training and assessment scheme</p>	<p>DUS</p>

Actions

<p>Promote motorcycle conspicuity, awareness of drink riding risks; roadcraft; the role of speed in motorcycle casualty crashes, along with other factors shown by crash data to be of key importance in motorcycle crashes.</p>	<p>DUS</p>
<p>Promote awareness of bicycle safety issues including: bicycle helmets, conspicuity, drink riding and correct observance of road rules.</p>	<p>DUS</p>
<p>Extend integrated publicity and enforcement campaigns geared to maximising compliance with speed limits.</p>	<p>DUS ACT Policing</p>
<p>Examine the possible creation of short TV quizzes to introduce new road rules and reinforce old ones.</p>	<p>ACT Policing</p>
<p>*Implement education campaign associated with introduction of 50km/h default speed limit in the ACT</p>	<p>DUS</p>

(Note: Projects marked with a '**' are from the ATC National Road Safety Action Plan)

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.

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

Ongoing

Rotate mobile speed camera vans, so that speed enforcement measures apply to motorcycles on the same basis as other vehicles; rider safety would be improved by a reduction in overall traffic speeds, as speeding is a common factor in motorcycle fatalities.	DUS
*Explore benefits of continuous (automatic) speed enforcement on high volume roads, and other roads with high crash rates.	DUS ACT Policing
*Operate, monitor and review the speed camera program	DUS ACT Policing

Actions

*Review incidence of drug driving in the ACT and evaluate possible counter-measures	ACT Policing DUS
*Review Road Transport (Alcohol & Drugs) Act for administrative and operational improvements, in conjunction with AFP & DPP	DUS (DVP) ACT Policing
Consider extensions to current number of declared roads to improve the effectiveness of the mobile speed camera program	DUS ACT Policing
Review current intersection crash data to ensure most efficient allocation of red light cameras	Traffic Liaison Committee
Conduct high profile enforcement campaigns targeting unsafe behaviours	ACT Policing
Implement new licence category under Rego.ACT system for drivers who have completed the <i>Road Ready Plus</i> course. This will facilitate enforcement of licence restrictions on provisional drivers.	DUS

(Note: Projects marked with a '*' are from the ATC National Road Safety Action Plan)

Transport Planning and Engineering

Road Environment

Improving the safety of roads is the single most significant achievable factor in reducing road trauma. Further investment in safer roads is highly justified on both social and economic grounds. Road investment improves road safety through general road improvements – typically, ‘new’ roads are safer than ‘old’ roads – as well as through treatment of black spots.

- the National Strategy

Traditionally, the consideration of road safety matters in the strategic transport and land use planning has been adequate in Canberra. This is mainly due to the high level of land-use/transport integration. This has resulted in a well defined road hierarchy (excluding pre-1960's districts), and a limited amount of “ribbon development” retail centres. This has been a major contribution to the ACT status of lowest fatalities/per head population (ACT: 6.13 fatalities per 100,000, AUSTRALIA: 9.28 fatalities per 100,000). Of course the limited amount of rural travel in the ACT by ACT road users is also a factor.

Several plans and policies require consideration of road safety matters, however in recent years the level of general consideration is variable and sometimes inadequate. This appears to be due in part to current urban design concepts, e.g “permeable road networks”. The Territory Plan and the National Capital Plan set out the statutory land use policies (zoning) for the ACT.

Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality, and reduce Greenhouse gas emissions.

Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling. Routes will be reserved for an enhanced inter-town public transport system. Requirements for vehicle parking will be related to commercial needs and transport policy objectives.

A planned hierarchy of roads will be maintained in order to promote road safety, protect the amenity of residential and commercial areas, and facilitate the efficient movement of major traffic flows and heavy vehicles.

The provision for cyclists on arterial roads over the last 10 years has been a fundamental change in network provision for cyclists. This followed research that provided a better understanding of cyclist needs. Previously off-road shared paths (“cycle paths”) were considered adequate for commuters and longer trips.

Evaluations of black spot programs have shown them to be highly effective, with a very favourable benefit/cost ratio.

Black spot programs address problems in particular locations. Some fixable problems in the road environment are more diffuse, but safety levels can be improved considerably by 'mass application' of remedial measures. A number of measures are available that can be cost effective when appropriately targeted. Compared with new road construction, these are generally relatively low cost measures, but highly effective in safety terms.

Treatments with a high safety benefit include:

- clearance of roadside hazards, or use of barriers to reduce the hazard
- shoulder sealing, audible edge lining, night-time delineation
- replacement of intersections by roundabouts
- programs to minimise the risks posed by utility poles (installing slip based poles and frangible poles, running power lines underground where possible, relocating poles away from curves and intersections, and placing them outside 'clear zones' on straight sections of road)
- separation of road users - centre barriers, pedestrian precincts, bike tracks etc.

Many of these treatments can meet the selection criteria for black spot programs in some locations, but there is scope for substantial further safety improvements from more broadly based mass action programs.

A similar approach can also be applied to area-based treatments, particularly when focusing on pedestrians or other vulnerable road user groups in urban areas. Such an approach can be particularly effective if used in the developing outer suburbs of Canberra.

Ongoing

* Black Spot Programs Continued involvement in the National Black Spot Program	DUS
*Review ACT high crash locations for Black spot treatments	DUS
*Provide road markings, road furniture and road maintenance with motorcyclist and bicyclist safety in mind	DUS

Actions

*Eliminate unsafe roadside planting programs.	DUS
Evaluate the new Traffic Warrant System	DUS
Evaluate the use of gutter shapes and median widths in road design to allow for emergency vehicle egress	ACT Policing/ DUS
*Review and upgrade safety-related road improvement and maintenance programs	DUS

(Note: Projects marked with a '**' are from the ATC National Road Safety Action Plan)

New Technology and Safer Vehicles

Vehicles

Because of long lead times for vehicle safety improvements, there are limited options for new initiatives that will impact significantly before 2010. Almost all of the predicted savings up to 2010 in the National Strategy were from vehicle improvements already implemented or scheduled.

However, it is important to accelerate the uptake of vehicle safety features, and to lay the groundwork for improvements likely to have substantial benefits in the longer term.

Consumer information about vehicle safety is available from the Australian New Car Assessment Program (ANCAP) and from crashworthiness ratings based on analysis of crashes on Australian roads (for used vehicles). Greater awareness and understanding of these ratings among both corporate and individual vehicle purchasers would enable more informed consumer decisions, and provide incentives for industry to supply more vehicles with advanced safety features. This could lower the price of features currently available as options. Decisions made by corporate vehicle purchasers flow through to the used car market, and thus affect the safety characteristics of the broader fleet.

Overseas research indicates that in-vehicle Intelligent Speed Adaptation systems (which provide feedback to the driver when local speed limits are exceeded, and can even be set to prevent speeding) have large potential safety benefits (and the potential for reductions in fuel consumption and emissions). A trial is already being conducted with fleet vehicles in Australia.

Ongoing

Maximise the safety of vehicles;	DUS
Continue to ensure vehicles used on ACT roads comply with safety standards upon registration renewal. Rely on random on road and carpark inspections and at time of registration transfer.	DUS (VITU)
Provide relevant advice and information about correct maintenance and safety aspects of bicycles and motorcycles.	DUS

Actions

Encourage the use of motorcyclist protective clothing and more visible bicyclist and motorcyclist clothing. Explore mandating use of protective clothing, the same as helmets.	DUS NRMA ACT Road Safety Trust
*LIGHT VEHICLES Encourage corporate and individual vehicle purchasers to select safer vehicles, through campaigns to promote awareness of NCAP safety ratings and used vehicle safety ratings. (display NCAP star rating at time of vehicle sale.) Governments to lead by example in implementing safe fleet and safe driving policies.	DUS
*HEAVY VEHICLES Complete the development of the Heavy Vehicle Safety Strategy being coordinated by the National Road Transport Commission, and commence implementation – the Strategy will encompass road-based, vehicle-based and behavioural measures to address safety issues for heavy vehicles, including buses.	
Investigate a penalty system based of mass, i.e. The heavier the vehicle the greater the penalty.	ACT Policing
*ALL VEHICLES Encourage voluntary uptake of Intelligent Speed Adaptation in both light and heavy vehicle fleets, to increase understanding and awareness of potential benefits. (speed warning devices could be fitted to all vehicles under a similar program to the “Immobilise Now” campaign.)	DUS
Investigate an increase in points if an infringement results in an accident.	ACT Policing

(Note: Projects marked with a '*' are from the ATC National Road Safety Action Plan)

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.

Ongoing

Improved crash data collection and analysis. Investigation of the increasing level of crashes by Canberra motorists outside the ACT will receive special attention.	DUS ACT Policing
Coordination of road safety research. Participate in the Research Coordination Advisory Group (RCAG) established under the National Road Safety Strategy.	DUS
Coordination of road safety policy. Participate in the National Road Safety Advisory Panel	DUS

Actions

Electronic Crash Data Collection. Implement a WAP system for the recording of crash details	ACT Policing DUS
Determine the involvement and nature of motorcycle and bicycle crashes in terms of riders, vehicles and the road environment	DUS
Investigate the psychology of high speed pursuits and review pursuit policy	ACT Policing
Identify future directions for appropriate education campaigns for motorcyclists, bicyclists (and where relevant both) in relation to major problem areas.	DUS

(Note: Projects marked with a '**' are from the ATC National Road Safety Action Plan)

Safe Driving Reminders

Educate road users about the risks associated with using the road system. Promote safe behaviours such as seat belt wearing, helmet wearing for cyclists and motorcyclists, and compliance by all road users with the Road Rules. Reinforce the risks associated with drink-driving, fatigue and speeding. Make information available to all members of the community that explains the rationale behind the National Road Safety Strategy.

Ongoing

Promote the Road Ready Plus program which aims to educate provisional drivers about at-risk behaviours.	DUS
Circulate advice about driving to older drivers	DUS
Conduct seminars for health professionals on the limitations of older road users.	NRMA/ACT Road Safety Trust

Actions

Review information held on DUS and <i>Road Ready</i> Internet sites	DUS
Comprehensive advertising of upcoming road safety initiatives	DUS
Procure and rotate variable message boards to reflect current road safety messages.	DUS