

Queensland Road Safety Action Plan

2022–2024

Acknowledgments

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- Queensland Corrective Services
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The Department of Transport and Main Roads acknowledges the Traditional Owners of the land and waterways. We also acknowledge their ancestors and Elders both past and present. The Department of Transport and Main Roads is committed to reconciliation amongst all Australians.

Travelling by Gilimbaa.

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Foreword

Road trauma continues to devastate families and communities across Queensland. Despite our best efforts and significant improvements in road infrastructure and vehicle safety, along with comprehensive educational campaigns and enforcement measures, road safety remains one of society's most difficult challenges.

We are seeing a very concerning increase in the number of motorcyclists losing their lives on Queensland roads, in both our urban and regional areas. As vehicles get safer, motorcyclists remain relatively unprotected and will almost always be much worse off in a crash, no matter who is at fault.

Younger drivers are also, tragically, overrepresented in deaths on our roads. Experience is a significant factor in reducing a driver's road safety risk, and all road users need to consider how their driving, and riding, can influence the safety of those they share the road with.

With the launch of the *Queensland Road Safety Action Plan 2022–2024*, we are in a strong position through existing expertise and our world leading programs, to take a bold new approach to road safety in Queensland. We are supported by our unrivalled enforcement camera network and penalties that target the behaviours that carry the highest risk to other road users and result in the most severe consequences in a crash: speeding, distracted driving, and not wearing a seatbelt. We will also be at the forefront of road safety initiatives to reduce drink and drug driving.

This action plan contains 20 actions designed to help us reach the ambitious road safety targets we have set under the *Queensland Road Safety Strategy 2022–2031*, to be delivered over the next three years, and includes an extensive program of safety treatments across the network, as well as key actions to address priority areas of concern.

The Targeted Road Safety Program (TRSP) continues to significantly improve safety on the state's road network by delivering high benefit road safety infrastructure interventions to reduce the impacts of road trauma. Network Safety Plans for state-controlled roads are also being developed to set out improvement standards to guide TRSP infrastructure development.

Queenslanders who work on or by the road will be protected by a suite of actions to mitigate the risks of fatigue, minimise unsafe interactions between vehicles and vulnerable road users and ensure that road safety is prioritised in the workplace.

The Department of Transport and Main Roads (TMR) and the Queensland Police Service (QPS) remain the drivers of road safety in Queensland. We will continue to work with our existing strategic partners, the Motor Accident Insurance Commission (MAIC), Queensland Health and the Department of Education, while at the same time broadening our scope by connecting across Queensland Government agencies to identify new opportunities for collaboration on road safety related issues. We will also build capacity and capability in local governments and communities to set the foundation required to meet our 2031 targets.



The Honourable Mark Bailey MP
Minister for Transport and Main Roads



The Honourable Mark Ryan MP
Minister for Police and Corrective Services and Minister for Fire and Emergency Services

Introduction

The *Queensland Road Safety Action Plan 2022–24* is the first in a series of three action plans to be implemented under the *Queensland Road Safety Strategy 2022–31*, which aims to reduce the number of lives lost by 50 per cent and serious injuries by 30 per cent by 2031, and sets Queenslanders on a path towards our vision of zero road fatalities and serious injuries by 2050.

This action plan will focus on exploring and initiating change in order to set the foundations for the new approach to road safety outlined in the strategy.

Taking a phased approach will enable us to build and adapt our road safety program during times of increasing change and uncertainty, and allow us to remain flexible in response to the challenges and disruptions we will face over the coming decade.

The action plan features 20 actions to be delivered over the next three years. This is not a complete list of all road safety improvements to be undertaken by the Queensland Government, but instead presents priority initiatives in the first phase of work under the new strategy.



Figure 1. Phased approach to structural and cultural change

The actions have been organised using the new model incorporating Movement and Place, and Health and Behaviour, and are aligned against the four strategic pathways including: roads and roadsides, places and spaces, individuals and communities.

It is worth noting that the pathways are not intended to be mutually exclusive—that is, actions are likely to have an influence in more than one area. For example, the safety of vulnerable road users can be improved through place-based approaches such as speed reductions and infrastructure treatments as well as by encouraging behaviour change in individual road users and influencing cultural change through workplaces, families and communities across Queensland.



Figure 2: Queensland model for road safety



Movement and Place

Seven key actions have been identified under Movement and Place. In addition to these, TMR delivers an ongoing program of road infrastructure improvements to provide a forgiving system that reduces the likelihood of crashes occurring and mitigates the severity of crashes when they do occur. This includes engineering solutions that improve the safety of a road such as wide centre line treatments, protected turn lanes at intersections and audio tactile line markings, while roadside safety is improved by activities including removing roadside hazards and installing road safety barriers.

A key action under the previous strategy and action plan was the implementation of TMR's Road Safety Policy, which aimed to embed the Safe System approach into our engineering practice. Through the provision of practical guidance and specific safety standards for new and upgraded infrastructure and operational projects, the Road Safety Policy provides road designers and planners assistance in prioritising safety in all phases of project development and delivery.

To support our vulnerable road users, TMR provides physically separated infrastructure between bicycle riders and motor vehicles where possible. Where pedestrian demand is also high, we separate bicycle

and pedestrian facilities. Where it is not possible to separate these user groups, we focus on reforming speed limits. This work is ongoing and is supported by the Active Transport Investment Program and the Cycling Infrastructure Policy and aligns with the *Queensland Cycling Strategy 2017–27* and *Queensland Walking Strategy 2019–29*, which aim to increase bicycle and walking trips by people of all ages and abilities.

We will continue to use innovative technological approaches to heavy vehicle rest area monitoring by implementing the findings from the Bruce Highway Rest Area trial, and our work with light vehicle technology through our Cooperative and Automated Vehicle Initiative (CAVI). The next stage in CAVI will see the implementation of key findings in terms of future road network and infrastructure, and real time advisory services to road users, to enhance safety for all road users.

We are also proactively working to support a safer environment for first responders through the implementation of number plate identification signifiers on hydrogen and electric vehicles. This will allow for risk assessments regarding fuel and potentially volatile situations to be made quickly, ensuring first responders can act safely.



Roads and roadsides pathway

Infrastructure and network planning, design and operation is essential to the safe and efficient movement of people and goods across Queensland. Innovative treatments and retrofitted safety countermeasures, along with a state of the art camera network, support consistent and benchmarked standards to improve the safety of the system overall.

1. Building on the new camera technology, we will develop, trial and adopt new technologies to improve road safety, including:
 - roadside behavioural change technology, for example, cameras that pick up risky behaviours and provide real time feedback to drivers
 - progressive deployment of connected vehicle safety services
 - smarter solutions for monitoring driver fatigue and heavy vehicle compliance
 - roll out the Hold the Red (HTR) initiative and trial Rural Intersection Activated Warning Signs (RIAWS) to make intersections safer
 - the Roadways Behaviour Monitoring System
 - using open data sources to target specific cohorts of road users to influence driving decisions.
2. Deliver the Targeted Road Safety Program (TRSP) through investment in life saving infrastructure treatments that reduce fatal and serious injury crashes.
3. Develop local infrastructure solutions through Network Safety Plans to guide the delivery of infrastructure projects to reduce crash risk for Queensland roads and roadsides, with a particular focus on regional and rural roads.





Places and spaces pathway

The transport network is only one part of the broader liveability picture, and safe movement must be supported by safe and people-friendly streets. Through effective speed management and appropriate place-based infrastructure, we can encourage behaviours that enhance safety for all road users, including those who use the road for work.

4. Review the speed limit hierarchy across Queensland with a view to reducing fatal and serious injury crashes through lower speeds. This includes targeted speed reductions in areas where there are high numbers of vulnerable road users, improving the balance between Movement and Place.
5. More than half of all reported work-related fatalities relate to vehicles. To reduce this, we will:
 - implement the outcomes of a policy review to improve the safety of roadside workers, including emergency services and roadside assistance workers
 - collaborate with the Office of Industrial Relations and QFleet to investigate the Queensland Government's approach to managing risks associated with work-related driving and assess readiness for advancing 'vehicles as workplace' best practice across the fleet
 - identify existing capability and work with agencies to implement the Driver Safety Maturity Model across the government fleet
 - work with industry to investigate current 'vehicle as a workplace' policies and develop a toolkit of resources that can be utilised across all segments of the sector
 - review fatigue in the personalised transport industry to determine what is required to improve fatigue management to increase safety of drivers/riders, passengers and other road users
 - implement Austroads' new guide to temporary traffic management, and trial and implement new traffic technologies and enforcement cameras to improve the safety of road workers and children crossing supervisors.
6. To enable safer interactions between heavy vehicles and vulnerable road users, we will work with industry and community stakeholders at a state and national level on the Queensland implementation of the national Construction Logistics and Community Safety-Australia (CLOCS-A) framework.
7. Shape on-road behaviour to achieve a balance of safety, asset protection and productivity through exploring mandatory telematics technology for heavy vehicles.





Health and Behaviour

Our thirteen key Health and Behaviour actions address the human factors that can influence on-road behaviour, and are supported by a range of core business activities designed to influence behavioural change.

In particular, there are significant on-going enforcement activities delivered by QPS that underpin our behavioural change programs. The Camera Detected Offence Program (CDOP) is a fundamental component of our approach to road safety and includes speed, red light and mobile phone and seatbelt enforcement cameras that operate across the network.

Other enforcement measures include random roadside alcohol and drug testing, anti-hooping operations, as well as targeted enforcement campaigns to address emerging behaviours of concern that pose a risk to road users.

Regular on-going public education campaigns are delivered through TMR's StreetSmarts program, which allow for targeted messaging at particular behaviours or demographics engaging in risky behaviours. TMR and QPS also work closely with our community partners across the state to promote road safety through initiatives such as Queensland Road Safety Week and Safer Australian Roads and Highways' (SARAH) National Road Safety Week, and support a range of local initiatives through the delivery of our Community Road Safety Grants program.

We are also working to deepen our understanding of how and where road trauma is occurring through the recently established Road Safety Data Bureau, which brings together representatives from TMR, QPS, Queensland Health and MAIC to share and consolidate agency road crash related data. This work encompasses hospital admissions data and has been particularly important in informing our approach to policies impacting vulnerable road users. We will also seek to identify and connect additional data sets across government and non-government sectors. For example, insurance data, telematics and workplace health and safety data can all provide possible insight into driving behaviours and potential road safety issues that are currently under-reported.

Evaluations of behaviour related policies and programs remains part of our regular policy process. On the work program for the next three years, evaluations will be undertaken for: the drink driving reforms, the driver distraction initiatives, offences and phone awareness monitors, the new hazard perception test as part of graduated licensing system and the implementation and outcomes of the 2015–21 Road Safety Strategy, using the Goals, Objectives, Strategies, Programs and Actions (GOSPA) framework.



Individuals pathway

As road users, from a young age we all share the road and roadsides. Our physical and mental health have a direct influence on the way we behave, the decisions we make and how we interact with each other. By influencing individual behavioural change, we can help people to make informed, safe decisions regarding their health and driving.

8. Introduce new penalties targeting high risk driving behaviours, including speeding, red-light and seatbelt offences.
9. Expand the Camera Detected Offence Program (speed, red-light and mobile phone and seatbelt offences), including in regional and rural areas. To do this, we will:
 - undertake an evaluation of the mobile phone and seatbelt camera program to determine whether we are achieving ‘anywhere, anytime’ deterrence, and to inform further expansion and continuation of the program
 - consider additional offence types and future innovative enforcement technologies.
10. Develop a package of drug driving reforms based on best practice, contemporary research evidence and stakeholder consultation.
11. Deliver the StreetSmarts road safety behaviour change program, including events that engage the community to help develop targeted, co-designed road safety campaigns and programs, with particular focus on high priority issues such as drug driving.
12. Investigate and implement innovative approaches to improve road safety for young people including through the Co-Lab Youth Road Safety Challenge and the Re:Act Inspiring Change Initiative.
13. Deliver a communication resource hub to enhance community understanding of the role health plays in safe driving, including medical condition reporting.
14. Investigate and implement measures that improve the safety of Personal Mobility Device users and their interaction with pedestrians.





LEVERAGING NEW TECHNOLOGY

Mobile phone and seatbelt cameras for enhanced enforcement

Over the coming decade, the development and integration of new technologies will play a fundamental role in our approach to reducing road trauma, particularly through our enforcement and deterrence activities.

Queensland has been at the forefront in using technology to improve road safety, from point-to-point speed cameras to our award winning Hold-the-Red innovation. In July 2021 we rolled out cameras to detect drivers who use their mobile phones illegally, and in an Australian-first, detect front seat occupants wearing a seatbelt incorrectly or not at all.

This followed the 2020 introduction of tougher penalties, \$1000 and 4 demerit points, for using a mobile phone illegally while driving, some of the highest in the country. The penalty was increased to help put a stop to this dangerous behaviour and to save lives.

Fixed and portable cameras have now been introduced in urban and regional areas across Queensland, and are in operation 24 hours a day, seven days a week. Drivers and passengers who undertake these illegal behaviours should assume they can be caught anywhere, anytime.

Early infringement data suggests that this technology has the potential to improve road user behaviour significantly over time. In the first two months of enforcement from 1 November to 31 December 2021, over 20,500 infringements were issued for these dangerous behaviours. Of these more than 14,800 were for using a mobile phone illegally while driving, and more than 5,700 were for front seat occupants wearing their seatbelts incorrectly, or not at all. We will continue to monitor the progress of the program and undertake a full evaluation in the coming years.



HEALTH AND BEHAVIOUR



Communities pathway

Communities across Queensland face unique issues, and developing localised, fit-for-purpose solutions is necessary to reduce road trauma at a local level. Existing community networks are well placed to identify issues and positively influence behaviour on our roads and partnering with local governments and community members will help us develop targeted road safety programs and capability.

15. Deliver the Ride to Zero program by collaborating with motorcycle groups and organisations to actively contribute to the development and implementation of a toolkit of resources that support a community-led approach to improving rider safety.
16. Develop and deliver new localised Indigenous Road Safety Programs in partnership with relevant stakeholders, targeted for delivery in schools and community settings as part of a cross-agency collaboration approach.
17. Deliver road safety education to children, adolescents and young adults through the Queensland Road Safety Education Blueprint and Community Road Safety Grants, with a particular focus on young people entering the licensing system and novice drivers.
18. Develop approaches to reduce the age of the Queensland fleet, including consideration of a pilot of targeted safe vehicle access programs for young people, low-income, and/or older road users in regional and remote communities that retires their old vehicles.
19. Work with local governments and communities to establish a place-based approach to road safety that is tailored to locally-identified priorities. Place-based approaches target the specific circumstances of a place and engage the community and a broad range of local organisations from different sectors as active participants in their development and implementation. This program of work will have a significant impact on regional and remote communities as they face unique challenges, hold local knowledge and are fundamental to improving road safety outcomes.
20. Embed a coordinated and sustainable approach to Queensland Government cross-agency partnerships to enable the delivery of broader system-wide initiatives that enhance road safety.

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