QUEENSLAND'S ROAD SAFETY ACTION PLAN 2020–21

SAFER ROADS, SAFER QUEENSLAND

ALL ROADS AND ALL ROAD USERS

Queensland Government

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We acknowledge the Traditional Owners and Custodians of the land to which this plan applies and pay our respects to their Elders both past and present. Aboriginal and Torres Strait Islander readers are warned, images in this document may contain or represent deceased persons which may cause sadness or distress.

The Department of Transport and Main Roads wishes to acknowledge the valuable input and contribution from our local government partners to develop this plan.

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More than 17 people are killed or seriously injured on Queensland roads every day.

Every one of these casualties has a ripple effect on individuals, families and communities across Queensland.

The Queensland Government is delivering a record $23 billion pipeline of safer roads and transport infrastructure, and we must continue to find new ways to keep all road users in Queensland safe.

Unfortunately, when we speak with frontline staff and read the reports, the message is clear: the 'Fatal Five' continues to be the cause of deaths, crashes and road trauma on our roads.

That's why we've developed the *Queensland Road Safety Action Plan 2020–21* – 50 actions to drive road safety, including $1,000 fines for distracted driving following Australia's first ever Driver Distraction National Summit. We acknowledge that a driver's response time while texting is comparable to that of a driver with a blood alcohol reading of between 0.07 and 0.10. Drivers using their phones illegally behind the wheel will pay a high price, but that penalty falls well short of the costs and trauma our community carries for those killed or injured in crashes caused by inattentive drivers. It is a deadly habit that must be stopped.

We are also clamping down on drunk drivers with an expanded interlock program and piloting new technologies to improve safety on Queensland's 33,000km road network.

The plan focuses on three key areas:

1. Culture, health and behaviour
2. Environment and infrastructure
3. Planning for the future.

It showcases six high-impact, targeted areas that will increase our capability over the short, medium and long term to drive down serious road trauma.

In Queensland, road safety initiatives are developed and evaluated using evidence and data. These initiatives will be implemented over the period of the action plan together with ongoing activities that provide the foundation for road safety. These include ongoing enforcement, regulating access to the network through licensing, registration and permit schemes, road maintenance and research.

The work in this action plan will support the *Queensland Road Safety Strategy 2015–21* and other transport strategies and action plans, including:

- *Queensland Transport and Roads Investment Program 2019–20 to 2022–23*
- *Queensland Cycling Strategy 2017–2027* and supporting action plans
- *Queensland Walking Strategy 2019–2029* and *Action Plan 2019–2021*
- *Queensland Heavy Vehicle Safety Action Plan 2019–2021*
- *Queensland Level Crossing Safety Strategy 2012–2021*
- *Queensland Speed Conversation.*
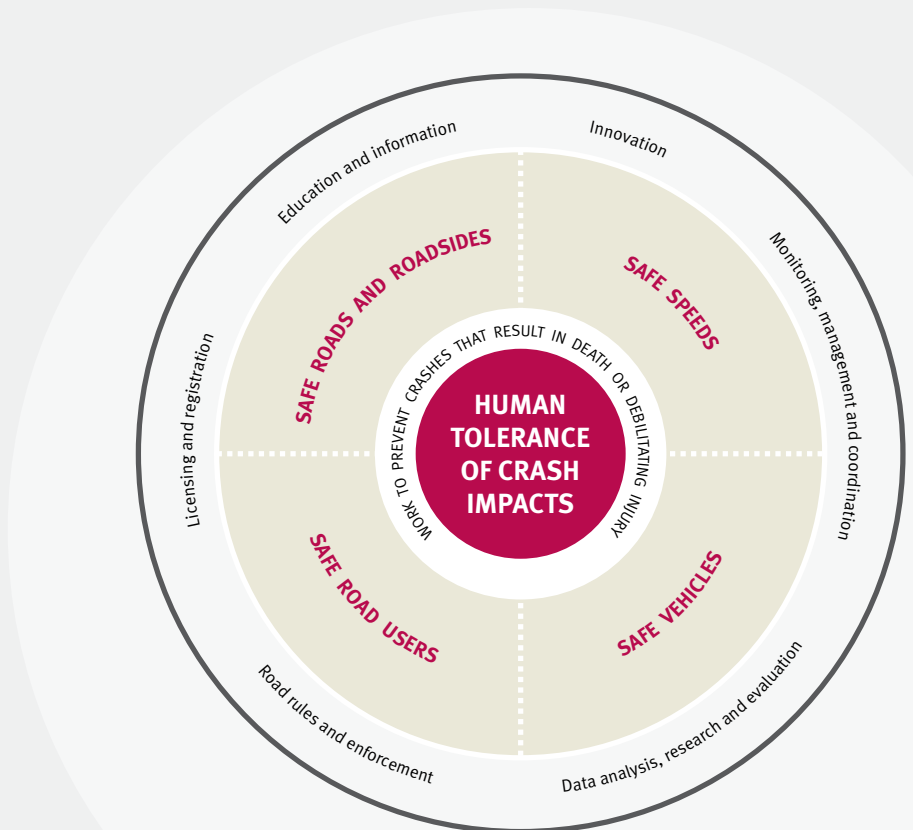
Significant work to improve safety is happening under these plans, including for vulnerable road users such as bicycle riders and pedestrians. This means new infrastructure projects, adjusting speed limits and running education campaigns to make sharing our spaces safer and easier for everyone.

To draw on the experience of people who know and use the roads, this action plan has been informed by a series of workshops and events held in regional Queensland over the past 12 months.

Stakeholders from the community, universities, government and industry also gathered at Parliament House in July 2019 to consider the outcomes at the 6th Safer Roads, Safer Queensland forum.

Through this process we listened and heard that communities feel we need a whole of life approach to education and to share the roads better. We also heard how people's daily lives influence their behaviour on the road, which can explain the extreme and deliberate risk-taking, fatigue, inattention and impatience we experience and witness on the roads.

This is why it is important Queensland continues to implement a 'safe system' approach to road safety. Each crash involves contributing factors and circumstances. Some we can control, and some we can mitigate. It is important to acknowledge that people make mistakes. Consequently, we need to ensure they are protected and harm is minimised through the adoption and application of safer infrastructure, safer vehicles and safer speeds. So, when they do make a mistake, they survive and do not have lifelong consequences.

The partnership between the Department of Transport and Main Roads (TMR) and QPS drives road safety in Queensland.

QPS continues to deploy both proactive and responsive enforcement strategies across the road network.

These include targeting high risk locations, conducting roadside alcohol and drug testing, applying general and specific deterrence strategies to deter, detect and disrupt behaviours that place the lives and well-being of all road users at risk.

TMR and QPS also have a strategic partnership with Queensland's Motor Accident Insurance Commission (MAIC).

Through the MAIC Road Trauma Mitigation Fund, important research is undertaken that focuses on reducing road trauma and supporting our future capabilities.

There are also emerging opportunities to build partnerships with the community, government and non government organisations to develop tailored, context-specific road safety initiatives.

As the last action plan under the *Queensland Road Safety Strategy 2015–21*, it also looks to the future. The next decade will see promising developments and innovations as well as more disruptions in transport, technology and connectivity than ever before. This action plan therefore identifies research and analysis, policy development and stakeholder engagement as a priority for new strategy development.

> **" Queensland will continue to put the safety of our communities first in planning for this future. "**

The Honourable Mark Bailey MP

Minister for Transport and Main Roads

The Honourable Mark Ryan MP

Minister for Police and Minister for Corrective Services

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Summary of actions

Every serious crash in Queensland has a significant impact socially, economically and personally. Road trauma does not happen in isolation and should be considered in the context of broader social, cultural and health factors. Daily life, state of mind, the workplace, health and well-being all shape our behaviour on the road. While these factors can play a role in all crashes, we see them especially in crashes involving the 'Fatal Five' – distraction, drink and drug driving, fatigue, not wearing a seatbelt and speeding.

Throughout consultation for this action plan, we heard that impatience affects road safety in many ways including a lack of regard for other road users and risky high-range speeding. There is also increasing recognition that vehicles are often a part of the workplace and road safety must also be considered in this context. Finding new ways to embed road safety through fleet management processes represents an opportunity to promote broader cultural change.

Different road users also have varying levels of experience, confidence and vulnerability. Different on-road and cultural issues shape their behaviour and experiences on the road. For example, younger drivers are at the highest risk of crashing during their first year of unsupervised driving. The future of road safety in Queensland must also be seen in the context of an ageing population and ever-increasing modes of transport.

There are a range of initiatives in place to positively influence behaviour and culture on Queensland roads. For example, our key public education program, StreetSmarts, enables targeted messaging to key demographics, including young adults, in an evolving media environment, such as providing tailored content regarding non-seatbelt use in rural and regional areas.

Community partnerships and solutions are also integral to improving road safety culture throughout Queensland. TMR and QPS both support a range of local initiatives through Community Road Safety Grants that work to deliver road safety projects and programs, including in schools.

Showcase action area: Distraction

Distracted driving, particularly people distracted by mobile devices, is an increasing problem on our roads. It has been likened to the prevalence of drink driving of previous decades. In a focused effort to address this behaviour, TMR has been leading a national, multi-stage initiative on driver distraction.

Stage 1 analysed the impact and causes of mobile phone distraction, including who does it and why they choose to do it. Alarmingly, over two thirds of Queensland drivers admit to using their mobile phones illegally while driving, at least occasionally. This initial investigation also revealed this is not just a 'young person problem', with drivers of all ages and from all walks of life admitting to doing this dangerous activity. Perhaps most importantly, TMR discovered that drivers' own risk/reward decision making process is influenced by different factors in a complex environment. With the driver at the centre, this includes vehicles, devices, insurance, access to the telecommunications network, employers, infrastructure, regulations, enforcement and social attitudes.

Stage 2 focused primarily on investigating solutions from each of these elements. To identify these solutions, TMR pursued four streams of work by:

- Engaging with stakeholders
- Reviewing Queensland's penalties
- Assessing the feasibility of emerging technology
- Investigating Chain of Responsibility principles and how they may apply to employers and Original Equipment Manufacturers of vehicles and devices.

Just as driver distraction is influenced by a number of elements, its effective deterrence requires a multi-faceted approach. This includes enhanced penalties supported by a range of actions targeting the other factors influencing driver distraction.

1. Enhance Queensland's penalty regime and existing legislation to support deterrence of driver distraction, including the increase of fines to $1,000 and demerit points to four for illegal mobile phone use.

2. Field test technology-based solutions to improve enforcement, as well as other technologies to encourage behaviour change.

3. Investigate how to leverage open data sets to better understand how mobile devices are being used while people are driving.

I'm just as dangerous as a drink driver.

Showcase action area: Drink driving reforms

Of the 'Fatal Five', there is no better example of a shift in culture and community standards than drink driving. Today, drink driving is widely seen as socially unacceptable and recognised as a behaviour that needlessly puts other road users at risk.

Despite this, drink driving remains a factor in one quarter of all deaths on Queensland roads. Alcohol impairs judgement and decision making and is often involved with other unsafe habits such as not wearing a seatbelt or speeding. It can also exacerbate fatigue.

Ongoing mass enforcement by QPS has significantly affected the attitudes towards and incidence of drink driving. However, new initiatives are required if further inroads are to be made to reduce drink driving.

TMR has been progressing a significant reform agenda on drink driving in each action plan under the *Queensland Road Safety Strategy 2015–21*. This has culminated in a package of new initiatives that will strengthen the current Alcohol Ignition Interlock Program and introduce new educational measures to assist offenders to separate drinking and driving. This new approach represents the importance of considering how social influences and health and well being can impact on-road behaviour.

4. Implement educational interventions for all first-time offenders and targeted interventions to support repeat offenders to separate drinking from driving.

5. Implement a performance-based Alcohol Ignition Interlock Program so that people must demonstrate they have separated their drinking and driving to successfully complete the program.

6. Expand the interlock program to require mid-range drink drivers, who have a blood alcohol concentration from 0.10–0.15, to participate in the program.

7. Develop an education campaign to raise awareness and communicate the changes to the public and drink drivers.
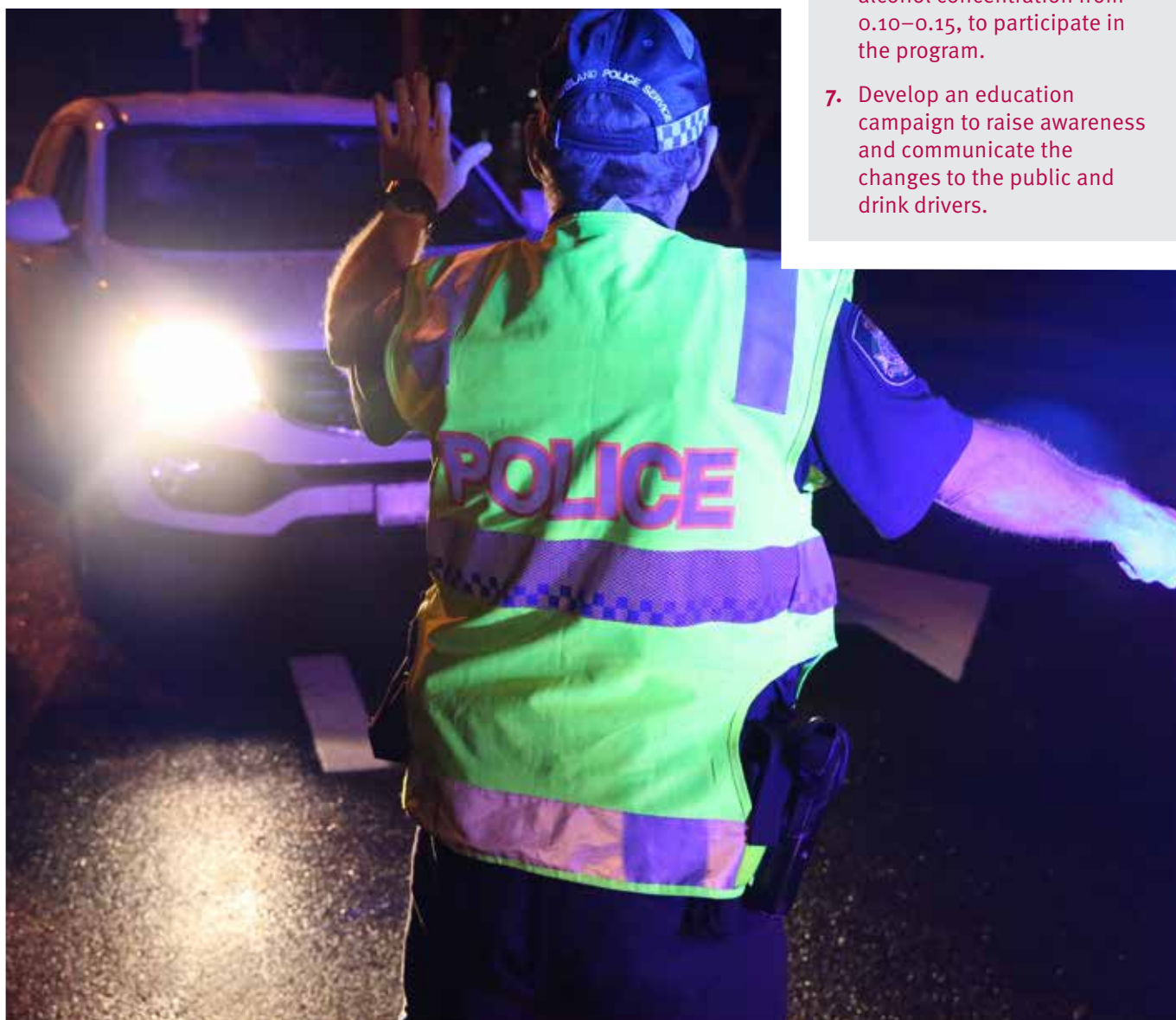
Other action areas:

Drug driving

8. Maintain research program to understand the types and levels of drugs taken by Queensland drivers involved in crashes, including analysis of coroner reports. Determine the need for legislative reform with respect to further testing of blood and saliva samples.

9. Analyse options to further improve drug driving enforcement, including scope to improve coordination between all Australian jurisdictions with respect to new technology and equipment.

Seatbelts

10. Deliver high visibility policing operations, that include a focus on enforcement of seatbelt wearing in regional locations.

11. Trial technology-based detection to support enforcement of seatbelt laws.

Fatigue

12. Undertake a state-wide audit of rest area facilities in Queensland, including rest area accessibility. Data collected will support opportunities to assist drivers to manage safe journey planning to alleviate fatigue.

13. Investigate innovative opportunities to support drivers to manage fatigue, including through data and technology.

14. Work with the heavy vehicle industry and Queensland Trucking Association to investigate and improve the effectiveness of emerging driver monitoring technology in reducing the incidence of fatigue and distraction.

Older road users

15. Review driver licensing processes to identify opportunities to improve education and reminders to support drivers as they age.

16. Review and enhance resources available and promote information regarding alternative transport options, community assistance and road safety.

Licensing

17. Investigate opportunities to improve education and awareness for the health industry and community about medical condition reporting.

18. Monitor the continued uptake of PrepL, an online learning and assessment program to obtain a learner driver licence, and undertake an evaluation of the program.

Motorcyclists

19. Profile rider characteristics to inform new approaches to engage with motorcycling communities. This will support the co-design of solutions to reduce serious road trauma among this vulnerable group.

20. Deliver a motorcycle specific Hazard Perception Test to better mitigate the high crash risk of novice motorcycle riders.

Aboriginal and Torres Strait Islander road safety

21. Review and enhance the Indigenous Driver Licensing Program to strengthen road safety education and outcomes in Aboriginal and Torres Strait Islander communities.

Education and engagement

22. Continue to use the StreetSmarts and Community Road Safety Grants programs to encourage better, safer road use through public education campaigns, social media, community engagement and sponsorship activities.

23. Deliver a road rules communications plan to inform the public about road rules and to encourage people to keep their knowledge up to date.

24. Develop a best practice guide for driver education programs, including those targeted at young adults, delivered in off-road driver training facilities.

Vehicles as a workplace

25. Collaborate to further develop educational resources targeted at high risk sectors to link workplace health and safety with road safety.

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Speed and the road environment influence the outcomes of crashes. We must continue to build a forgiving system that mitigates these outcomes through a range of countermeasures. This includes finding better ways to share space and share responsibility.

This is especially important with respect to vulnerable road users – pedestrians, bicycle riders and motorcyclists – who are at particular risk in any interaction with another vehicle. All Queenslanders are vulnerable road users at some stage. Therefore, everyone benefits from normalising and prioritising better sharing of the road and space. Further, emergence of new forms of transport including 'rideables' (such as electric scooters, electric bikes and other personal mobility devices) are introducing a new group of vulnerable road users to consider. We will continue to monitor effects of this group on road safety.

There are opportunities for collaboration between community groups, industry and government to develop innovative solutions to improve the safety of specific sections of the Queensland road network. For example, the safety of level crossings where there are hundreds of near misses each year, each one potentially fatal and applying safety treatments to higher speed roads throughout the state.

TMR enhances the safety of the road environment in several ways. We continue to implement engineering solutions such as wide centreline treatments, widening shoulders and installing audio tactile line marking on edge lines. Roadsides are made safer by removing hazards, flattening slopes and installing barriers to treat run off road crashes. Additionally, initiatives such as the 'sign spearing' project – a low-cost solution to reduce the risk of road signs penetrating vehicle windscreens in a crash – demonstrate how innovation can deliver safer roadsides throughout Queensland.

The Camera Detected Offence Program (CDOP) is a fundamental component of our road safety strategy. TMR and QPS work cooperatively to manage the CDOP to ensure the best road safety outcomes for all road users and the broader community. The effectiveness of the CDOP has been repeatedly demonstrated showing a reduction in road trauma and deterring motorists from speeding. Results of an evaluation conducted by Monash University Accident Research Centre during 2018, estimated that the CDOP was associated with an overall reduction of 2,500 casualty crashes. All revenue collected through the CDOP is required to be used for road safety, including education and infrastructure.

Showcase action area: Implement the Road Safety Policy for infrastructure

TMR is further embedding the safe system approach into practice by putting the focus on safety in all phases of project development and delivery. The Road Safety Policy provides practical guidance and specific safety standards for new and upgraded infrastructure and operations projects. The Policy will assist road designers and planners in prioritising the safety of all road users and applying proven, cost-effective solutions in the delivery of infrastructure across Queensland's road network.

This approach takes a network and route level perspective rather than just individual crash sites. This is to recognise the importance of investing in our road network to provide a more forgiving road environment by reducing or eliminating hazards to reduce the severity of crashes when they do occur.

26. Deliver projects in accordance with the Road Safety Policy by embedding safe system principles throughout all TMR infrastructure practices and ensuring that provisions are made for all road users.

27. Develop Network Safety Plans for the state-controlled roads carrying more than 10,000 vehicles per day. These will set out improvement standards that optimise the crash savings from road infrastructure investment programs.

Showcase action area: Targeted Road Safety Program

TMR delivers road safety infrastructure improvement projects through the Targeted Road Safety Program. This program aims to improve road safety and reduce the number of fatalities and serious injuries on Queensland's roads and is primarily funded through the CDOP.

Crashes on regional roads generally have contributing factors including high speeds, fatigue and/or inattention leading to vehicles drifting out of their lane. We have investigated and planned road improvement projects to address crash risk on 22 regional High Risk Roads. Typically, these projects will reduce the risk of head-on and run-off-road crashes on two-lane high-speed roads.

This program is ongoing with additional projects being planned and funded each year to reduce the incidence of road trauma. This approach is in addition to the established Blackspot and Safer Roads Sooner programs that treat isolated clusters of crashes with low cost, high-benefit engineering improvements.

28. Through the Targeted Road Safety Program, deliver targeted infrastructure safety treatments on state controlled and local government roads. Prioritise delivery of projects that target the protection of vulnerable road users.

Other action areas:

Road safety engineering

29. Continue the expansion of additional pedestrian protection at signalised intersections and crossings to enhance pedestrian safety.

30. Develop a chevron delineation sign that reduces impact severity for motorcyclists on curves.

31. Work with Austroads to assess safety on popular motorcyclist routes and evaluate effectiveness of innovative perceptual countermeasures to improve rider safety on winding road sections.

Speed

32. Install flashing school zone signs at 200 school zones in the next two years (2019–2020 to 2020–2021) to help warn motorists about the increased risk in these areas at peak times of student movement.

33. Implement lower speed limits in at least 20 locations over two years in areas of high active transport user activity. Undertake monitoring and evaluation and publish case studies. Provide information, communications and training to local governments to support lower speed limit implementation.

34. Implement Township Entry Treatments. This initiative implements speed management threshold treatments aimed at reducing speeds at the transition from a high speed rural environment to a lower speed township environment.

35. Install point to point camera systems to reduce the incidence of speed-related crashes at high risk locations

36. Undertake innovative road safety technology trials, such as 'Hold the Red' that present opportunities to further mitigate road trauma.

37. Review penalties relating to high risk speeding offences.

Vehicles

38. Investigate the feasibility of introducing a written-off heavy vehicle register to track the status of written-off heavy vehicles and implement other improvements to the written-off vehicle scheme for both light and heavy vehicles designed to maintain/improve the integrity of the scheme.

39. Advocate for and support Commonwealth efforts to shape the Australian Design Rules to accelerate the uptake of new safety technology in the Australian new vehicle fleet.

Action statement: Planning for the future

Transport is changing. We are seeing modal shift, new forms of transport and new ways of using the road. As we prepare for and manage these changes, safety for all road users must remain a priority. One way to maintain this principle in an environment of increasing complexity is through research, partnerships and technology.

Queensland is well positioned to create and capitalise on opportunities to continue to improve road safety over the next several years. Interdepartmental partnerships underpin our ongoing research program. Partnerships with research institutions and other non-government agencies are also a significant part of the work being undertaken with respect to vehicle safety technology and increasing automation. QPS and TMR also work closely with community partners throughout Queensland to promote road safety at a grassroots level through initiatives such as Queensland Road Safety Week and Safer Australian Roads and Highways' (SARAH) National Road Safety Week.

A whole of life approach to road safety is also part of Queensland's ongoing strategic direction, with new opportunities to incorporate educational road safety messaging at touchpoints throughout people's lives. This can include interactions with the health and education systems as well as licensing processes, such as through the new PrepL online learning and assessment program.

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Showcase action area: Preparing for new vehicle technologies

Safe vehicles are a key part of a safe system. One of the key benefits of technology development is safety and we are already seeing incremental advancements in the form of safety features such as blind spot detectors, Autonomous Emergency Braking and lane-keeping assistance technology. These features are all building blocks towards more machine control and assistance in our fleet. However, there is much work to be done to prepare an environment – both regulatory and technologically – to safely facilitate increasing levels of automation. This includes investigating the potential for trialling dedicated legislation to support automated vehicles.

Cooperative and Automated Vehicle Initiative (CAVI)

Through the CAVI program, TMR is undertaking pilot projects focusing on connected and automated vehicle capabilities.

40. Pilot Connected and Highly Automated Driving (CHAD) to research the safety and infrastructure impacts of connected and highly automated vehicles.

41. Pilot Cooperative Intelligent Transport System (C-ITS) vehicle technologies to understand the safety and infrastructure implications of how these vehicles will interact with the road environment, other vehicles and vulnerable road users.

Automated vehicle regulation

42. Continue working with industry to support automated vehicle trials and ensure learnings inform future regulation, and infrastructure planning.

43. Contribute to national regulatory reforms and play a key role in supporting a consistent and collaborative approach.

Showcase action area: Road Safety Data Bureau

TMR, QPS, Queensland Health and MAIC are working together to establish a more comprehensive understanding of road crash data trends, to better inform strategic road safety policy decisions across government.

Critical to achieving this capability is the establishment of a Road Safety Data Bureau. The Road Safety Data Bureau will consolidate agency road crash related data holdings to better inform trends, intelligence driven police operations and transport policy, regulation and education initiatives. A key component of the Bureau will be to conduct detailed data analysis to form deeper insights into the issues around road trauma in Queensland.

44. Through a Data Linkage Project, investigate and implement short, medium and long-term solutions for data sharing, data linkage and definition clarity for serious injuries to enrich current data sources and establish a more accurate understanding of road crash characteristics. This will better inform future policy, program, infrastructure and enforcement actions.

45. Scope a range of work focusing on profiling different road user types and crash likelihood/types of crashes, as well as an assessment of whether our current understanding of which demographics are more likely to end up killed or taken to hospital is correct, or if trends have changed.

46. Implement the Crash Analytics and Reporting System to further enhance the provision and Business Intelligence capabilities around road crash data for internal and external clients, road safety stakeholders and agencies.

Other action areas:

Data and partnerships

47. Establish a database of Queensland speed limits that will provide essential information for connected vehicles and will assist in the development of speed management initiatives.

48. Continue to work with local governments to help design and deliver local solutions to road safety problems, including provision of local data and information.

Whole of life education

49. Building on PrepL, deliver and monitor the PrepL Supervisor Course as an online learning program designed to support supervisors of learner drivers.

50. Develop an evidence-based road safety education strategy to better guide future initiatives for children and young adults.
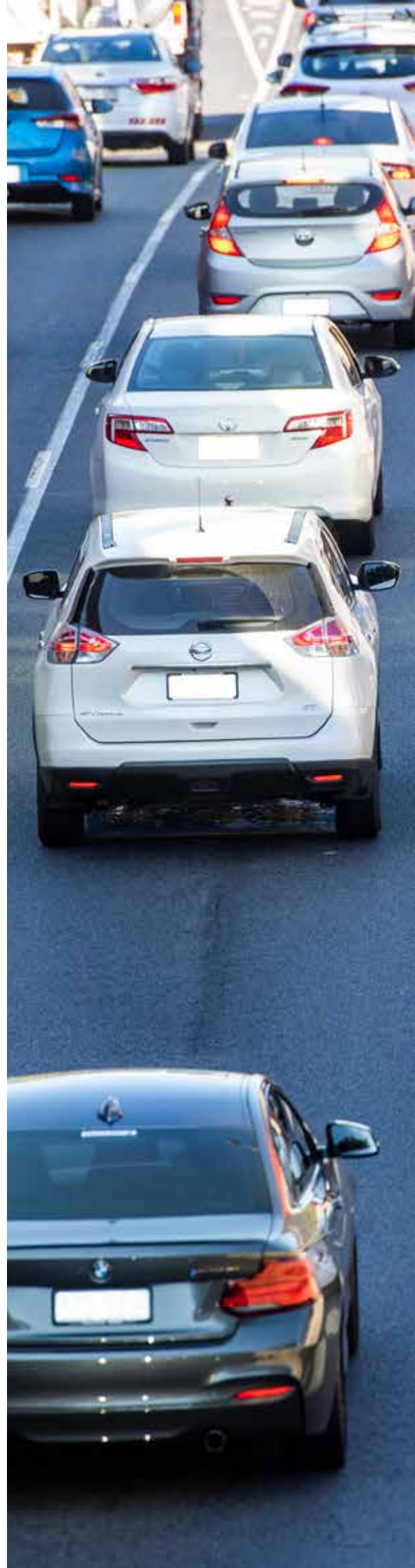
Development of the next Queensland road safety strategy

This action plan will close out the current *Queensland Road Safety Strategy 2015–21* and looks ahead to the next. At the August 2019 Transport and Infrastructure Council meeting, all Australian transport ministers endorsed a Target Zero for 2050. Queensland will continue to work to ensure jurisdictional plans harmonise with the national strategy.

The next road safety strategy will articulate a vision and principles for road safety policy development, delivery and operations for Queensland to underpin progress to the Target Zero goal. This will be informed by data and evidence about contributing factors to crashes, behaviour and exposure.

The strategy will consider and plan for the changes that will shape transport and society over this period. Road safety is typically understood and implemented based on prevailing forms of road transport – that is, individual ownership of vehicles and dominance of motorised vehicles. However, technology and transport disruptions such as Mobility as a Service, automated vehicles, personalised transport and new vehicle types will change how Queenslanders travel. Similarly, demographic, social, economic and environmental changes will influence how Queenslanders live and work.

Effective collaboration and partnerships across Queensland Government, industry, universities and the community will be integral to development and delivery. Road safety is everyone's responsibility and the new strategy will look to involve all partners in identifying the problem, vision and solutions to make Target Zero a reality.

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Action		Lead agencies
1	Enhance Queensland's penalty regime and existing legislation to support deterrence of driver distraction, including the increase of fines to $1,000 and demerit points to four for illegal mobile phone use.	TMR
2	Field test technology-based solutions to improve enforcement, as well as other technologies to encourage behaviour change.	TMR, QPS
3	Investigate how to leverage open data sets to better understand how mobile devices are being used while people are driving.	TMR
4	Implement educational interventions for all first-time offenders and targeted interventions to support repeat offenders to separate drinking from driving.	TMR
5	Implement a performance-based Alcohol Ignition Interlock Program so that people must demonstrate they have separated their drinking and driving to successfully complete the program.	TMR
6	Expand the interlock program to require mid-range drink drivers, who have a blood alcohol concentration from 0.10-0.15, to participate in the program.	TMR
7	Develop an education campaign to raise awareness and communicate the changes to the public and drink drivers.	TMR
8	Maintain research program to understand the types and levels of drugs taken by Queensland drivers involved in crashes, including analysis of coroner reports. Determine the need for legislative reform with respect to further testing of blood and saliva samples.	TMR, QPS, MAIC
9	Analyse options to further improve drug driving enforcement, including scope to improve co-ordination between all Australian jurisdictions with respect to new technology and equipment.	TMR, QPS
10	Deliver high visibility policing operations, that include a focus on enforcement of seatbelt wearing in regional locations.	QPS
11	Trial technology-based detection to support enforcement of seatbelt laws.	TMR, QPS
12	Undertake a state-wide audit of rest area facilities in Queensland, including rest area accessibility. Data collected will support opportunities to assist drivers to manage safe journey planning to alleviate fatigue.	TMR
13	Investigate innovative opportunities to support drivers to manage fatigue, including through data and technology.	TMR
14	Work with the heavy vehicle industry and Queensland Trucking Association to investigate and improve the effectiveness of emerging driver monitoring technology in reducing the incidence of fatigue and distraction.	TMR
15	Review driver licensing processes to identify opportunities to improve education and reminders to support drivers as they age.	TMR
16	Review and enhance resources available and promote information regarding alternative transport options, community assistance and road safety.	TMR
17	Investigate opportunities to improve education and awareness for the health industry and community about Medical Condition Reporting.	TMR
18	Monitor the continued uptake of PrepL, an online learning and assessment program to obtain a learner driver licence, and undertake an evaluation of the program.	TMR

	Action	Lead agencies
19	Profile rider characteristics to inform new approaches to engage with motorcycling communities. This will support the co-design of solutions to reduce serious road trauma among this vulnerable group.	TMR
20	Deliver a motorcycle specific hazard perception test, to better mitigate the high crash risk of novice motorcycle riders.	TMR
21	Review and enhance the Indigenous Driver Licensing Program to strengthen road safety education and outcomes in Aboriginal and Torres Strait Islander communities.	TMR
22	Continue to use the StreetSmarts and Community Road Safety Grants programs to encourage better, safer road use through public education campaigns, social media, community engagement and sponsorship activities.	TMR
23	Deliver a road rules communications plan to inform the public about road rules and to encourage people to keep their knowledge up to date.	TMR
24	Develop a best practice guide for driver education programs, including those targeted at young adults, delivered in off-road driver training facilities.	TMR
25	Collaborate to further develop educational resources targeted at high risk sectors to link workplace health and safety with road safety.	TMR, Office of Industrial Relations
26	Deliver projects in accordance with the Road Safety Policy by embedding safe system principles throughout all TMR infrastructure practices and ensuring that provisions are made for all road users.	TMR
27	Develop Network Safety Plans for the state-controlled roads carrying more than 10,000 vehicles per day. These will set out improvement standards that optimise the crash savings from road infrastructure investment programs.	TMR
28	Through the Targeted Road Safety Program, deliver targeted infrastructure safety treatments on state controlled and local government roads. Prioritise delivery of projects that target the protection of vulnerable road users.	TMR
29	Continue the expansion of additional pedestrian protection at signalised intersections and crossings to enhance pedestrian safety.	TMR
30	Develop a chevron delineation sign that reduces impact severity for motorcyclists on curves.	TMR
31	Work with Austroads to assess safety on popular motorcyclist routes and evaluate effectiveness of innovative perceptual countermeasures to improve rider safety on winding road sections.	TMR
32	Install flashing school zone signs at 200 school zones in the next two years (2019–2020 to 2020–2021) to help warn motorists about the increased risk in these areas at peak times of student movement.	TMR
33	Implement lower speed limits in at least 20 locations over two years in areas of high active transport user activity. Undertake monitoring and evaluation and publish case studies. Provide information, communications and training to local governments to support lower speed limit implementation.	TMR

Action		Lead agencies
34	Implement Township Entry Treatments. This initiative implements speed management threshold treatments aimed at reducing speeds at the transition from a high speed rural environment to a lower speed township environment.	TMR
35	Install point to point camera systems to reduce the incidence of speed-related crashes at high risk locations.	TMR, QPS
36	Undertake innovative road safety technology trials, such as 'Hold the Red' that present opportunities to further mitigate road trauma.	TMR
37	Review penalties relating to high risk speeding offences.	TMR, QPS
38	Investigate the feasibility of introducing a written-off heavy vehicle register to track the status of written-off heavy vehicles and implement other improvements to the written-off vehicle scheme for both light and heavy vehicles designed to maintain/improve the integrity of the scheme.	TMR
39	Advocate for and support Commonwealth efforts to shape the Australian Design Rules to accelerate the uptake of new safety technology in the Australian new vehicle fleet.	TMR
40	Pilot Connected and Highly Automated Driving (CHAD) to research the safety and infrastructure impacts of connected and highly automated vehicles.	TMR
41	Pilot Cooperative Intelligent Transport System (C-ITS) vehicle technologies to understand the safety and infrastructure implications of how these vehicles will interact with the road environment, other vehicles and vulnerable road users.	TMR
42	Continue working with industry to support automated vehicle trials and ensure learnings inform future regulation, and infrastructure planning.	TMR
43	Contribute to national regulatory reforms and play a key role in supporting a consistent and collaborative approach.	TMR
44	Through a Data Linkage Project, investigate and implement short, medium and long-term solutions for data sharing, data linkage and definition clarity for serious injuries to enrich current data sources and establish a more accurate understanding of road crash characteristics. This will better inform future policy, program, infrastructure and enforcement actions.	TMR, QPS, MAIC, Queensland Health
45	Scope a range of work focusing on profiling different road user types and crash likelihood/ types of crashes, as well as an assessment of whether our current understanding of which demographics are more likely to end up killed or taken to hospital is correct, or if trends have changed.	TMR, QPS, MAIC, Queensland Health
46	Implement the Crash Analytics and Reporting System to further enhance the provision and Business Intelligence capabilities around road crash data for internal and external clients, road safety stakeholders and agencies.	TMR, QPS, MAIC, Queensland Health
47	Establish a database of Queensland speed limits that will provide essential information for connected vehicles and will assist in the development of speed management initiatives.	TMR
48	Continue to work with local governments to help design and deliver local solutions to road safety problems, including provision of local data and information.	TMR
49	Building on PrepL, deliver and monitor the PrepL Supervisor Course as an online learning program designed to support supervisors of learner drivers.	TMR
50	Develop an evidence-based road safety education strategy to better guide future initiatives for children and young adults.	TMR