

## National Road Safety Forum 2013 – Vulnerable Road Users Summary of Outcomes

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Following on from the successful inaugural National Road Safety Forum held in Canberra last year, Tasmania hosted the second National Road Safety Forum in Hobart, with a welcome reception on the evening of Monday, 29 July and a full day program on Tuesday, 30 July 2013.

The purpose of the Forum was to bring together key stakeholders to discuss important issues identified in the *National Road Safety Strategy 2011-2020* (NRSS) in relation to vulnerable road users and identify ways to progress NRSS actions leading into the 2014 review of the Strategy.

The Forum featured four concurrent workshops, each on a Safe System cornerstone, with a combination of formal presentations and facilitated discussions.

### Keynote Speaker – Innovation

During the opening session of the full day program, Dr Amantha Imber presented on the topic of innovation and how Forum participants could take an innovative approach to thinking about the issues they were to consider in the workshops.

The four key messages to promote innovative thinking were:

- Crush Assumptions
- Put yourself in someone else's shoes
- Shift from individual to group thinking
- Don't be boring

### Concurrent Workshops

Four concurrent workshops were undertaken within the context of the Safe System cornerstones, to link more readily to the structure and actions in the National Road Safety Strategy. Each workshop included a range of presentations and facilitated discussions as follows:

#### ***Safe Vehicles – Facilitator David Healy***

- Effects of Vehicle Speed and Design on Injuries and Risks for VRUs - Associate Professor Robert Anderson (CASR)
- Future Assessment of VRU Safety Features - Nicholas Clarke, ANCAP
- VOLVO vehicle technologies, pedestrian and cyclist avoidance - David Pickett, Volvo
- Safer Motorcycle Technologies - Rhys Griffiths FCAI
- Night Vision Head Up Display Technology to Reduce Pedestrian and Cyclist Crashes - Raphael Grzebieta, TARS
- Conspicuity Issues for Motorcycles and Bicycles - Prof. Narelle Haworth, CARRS-Q

### ***Safe Travel Speeds – Facilitator Ian Johnston***

- Why Travel Speed is Important for VRU's - Ian Johnston
- Speed Limits for Pedestrians - Amy Stebbing, VicRoads
- Living Neighbourhoods: Using Systems Thinking and Behaviour Change to Create Community Demand for Lower Speed Limits - Margaret Howard, SA
- How Does Local Government Protect its Vulnerable Road Users? Doug Bradbrook, Mornington Peninsula Shire

### ***Safe Roads and Roadsides – Facilitator Bruce Corben***

- Pedestrians in the Safe System Context - Bruce Corben
- Investing in Safer Roads - Andrew McKellar, AAA
- Safe Roads for People Riding Bicycles - Harry Barber, Bicycle Network
- Motorcycle Safety Improvements on the Great Ocean Road - Luke Britnell, VicRoads

### ***Safe People – Facilitator Barry Watson***

- Drive Safe NT Remote Indigenous Driver Education and Licensing Program - Nick Papandonakis & Karen Young, NT
- Disadvantage and Road Safety - Victoria Pyta, ARRB
- Driving Change, an Aboriginal Driver Licensing Support Program - Rebecca Ivers & Jake Byrne, The George Institute
- Motorcycle Riders Attitudinal Research - Evan Walker, NSW
- Sydney CBD Motorcycle Response Team Addressing Needs of VRU's - Insp. Phillip Brooks & Margaret Prendergast, NSW

## **Closing Session, Summaries and Actions**

The closing session of the Forum included each workshop facilitator presenting the key themes that arose from presentations and discussions. The key actions that each workshop group agreed would help to progress the National Road Safety Strategy objectives for vulnerable road users were also reported. These are yet to be considered in the broader context of the aim of the NRSS to reduce serious and fatal crashes and have not been evaluated for their potential to achieve such reductions.

A total of 21 potential actions were developed. These are summarised on following pages.

## **Future Actions**

Following the Transport and Infrastructure Senior Officials Committee (TISOC) and the Standing Committee on Transport and Infrastructure (SCOTI) noting of the outcomes of the Forum, the potential actions will form an input to the 2014 review of the NRSS, including assessment of their ability to reduce serious and fatal crashes for vulnerable road users.

### **Safe Vehicles – Facilitator: David Healy**

#### **Key Themes:**

- If all drivers change to the safest vehicles in the class, road trauma could decrease by one third.
- Advances have been made to improve vehicle occupants safety, but not to external road users.
- Vehicle turnover every 20 years, but new cars are driven more in the first three years and most crashes with vulnerable road users are in newer cars, so the benefits of safety features in new cars are gained up front.

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#### **Actions:**

1. Motorcycles: ABS can make a very significant difference. EU stated dates of 2016 and 2017 for mandatory ABS. Australia should at least match the EU timing or move sooner.
2. All vehicles: Autonomous Emergency Braking (AEB) can have major benefits. It protects vulnerable road users by washing off speed prior to impact. Australia could take the lead, for example through mandating for Government fleets and providing incentives for its uptake.
3. Collaboration across all areas interested in vehicles. Benefits would be gained from a national forum. Convene a national forum on fleet and vehicle safety.

### **Safe Travel Speeds – Facilitator: Ian Johnston**

#### **Key Themes:**

Assumptions challenged:

- Volume of public noise equates with public concern.
- Public cares about road safety.
- Other, for example Police, are on the same page as road safety experts.
- Innovative ideas won't be accepted.
- KSI (Killed and Seriously Injured) is the only performance measure.
- Only way to slow people down is by speed limits.
- Everyone knows what speed zone they are driving in.
- Everyone speeds.

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#### **Actions:**

1. Collaboration: Special Workshop on local government initiatives for slowing speed in shared spaces for adoption at a national level.
2. Trial: Funded trial of a locally run demonstration of self explaining roads in shared spaces.
3. Capacity/Knowledge: Systematic effort to increase knowledge around safe system and practices. Target engineers, decision makers, public health workers.
4. National Approach: National Road Safety Strategy to have an explicit principle: all speed limits should match the star rating of the road.
5. Engagement: Ongoing opportunity, such as a chat room, to post ideas from outside of Government. Commonwealth should modify National Road Safety Strategy website to encourage input.

### **Safe Roads and Roadsides – Facilitator: Bruce Corben**

#### **Key Themes:**

- Pedestrians: Speed matters.
- Road Investment: benefits of a systematic approach to risk rating and investment priority.
- Safer Roads for Bicycles: this would decrease the risk and meet the growing demands for cycling, which would provide health benefits.
- Motorcycle Safety Improvements on the Great Ocean Road: infrastructure treatments and speed management were applied along a major motorcycling route to address specific motorcycle safety issues.

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#### **Actions:**

1. Road Funding: eliminate all 1 and 2 star roads on the national highway by 2017. No Federal funding after June 2014 for new or retrofit road proposals that are less than four star projects.
2. Speed Management: Recognise that lower speed environments are needed to increase the safety of vulnerable road users. Support appropriate infrastructure including review of space allocation and support changing community culture and understanding of vulnerable road user needs.
3. Community: Focus on city roads to create the city you want – population health and liveability links.
4. Focus efforts: For some jurisdictions, need a stronger focus on rural road trauma.
5. Assessments: Develop and use risk and use-based assessments to undertake problem identification and determine investment priorities.
6. Data: Better data collection on motorcycle crashes to improve the understanding of risk factors, for example road side barriers.

### **Safe People – Facilitator: Barry Watson**

#### **Key Themes:**

Covered a diverse range of topics, went into disadvantage, indigenous and remote and low socio economic factors:

- Identify road user groups that have fallen through the cracks.
- Need to build partnerships.
- Fundamental requirement for access to a licence is for social and economic reasons.
- Better understand the needs of road user groups, for example frequent motorcycle riders, which are different from occasional riders.
- Need to marry with other areas not in road safety to improve reach and outcomes.
- Major success in changing road user behaviour has relied on mass population approach, to make further gains, need to identify the groups that are falling through the cracks of such an approach.

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#### **Actions:**

1. Data: better data to identify indigenous status. Need to enhance the collection of Aboriginal and Torres Strait Islander status in road crash data.
2. Collaboration: gap exists since national indigenous forum not held, but it needs to expand to include remoteness. Reinstatement of the National Indigenous Forum and include remote.
3. Planning: Increase focus on land use planning. Build road safety into codes, decrease isolation.
4. Communication: more innovation in communication, both content and mediums, including the objectives behind road safety initiatives. Get buy in and change the conversation.
5. Innovation: to better recognise the rights of vulnerable road users, such as through insurance and strict liability.
6. Penalties: Consider removing serious penalties for administrative breaches.
7. Collaboration: Identify strategies to build road safety considerations into all Government business.