



Australian Government

Department of Infrastructure, Transport,
Regional Development and Communications

Office of Road Safety: Update Ten – June 2020

\$500 million investment in Targeted Road Safety Works

The Prime Minister recently announced a new dedicated \$500 million package of Targeted Road Safety Works, as part of the \$1.5 billion spend on infrastructure small priority projects. This package will support a wide variety of road improvement projects around Australia, from the installation of guardrails, lighting, tactile edging and pedestrian crossings, to shoulder widening and sealing programs, upgrading traffic signals at key intersections, as well as safety-focused upgrades to urban and regional roads with a history of fatigue-related crashes.

This is on top of the \$500 million package for Local Roads and Community Infrastructure announced in May. Local governments will be able to access funding to support delivery of priority local road and community infrastructure projects. Local road projects to be delivered under this program could include constructing or improving bridges and tunnels, traffic signs and control equipment, street lighting and heavy vehicle facilities such as rest areas. Local governments are encouraged to consider how works can support improved road safety outcomes. Program Guidelines are available at www.investment.infrastructure.gov.au/lrci.

For details on targeted road safety works, visit:

www.investment.infrastructure.gov.au/infrastructure_investment/infrastructure_investment_response_covid-19/targeted_road_safety_works.aspx

Road Safety Data

The Bureau of Infrastructure, Transport and Regional Economics has released its [May 2020 fatality figures](#). There were a total of 86 road deaths during the month of May 2020. The current figure is 15.4 per cent lower than the average for May over the previous five years.

13th Transport and Infrastructure Council Meeting

The 13th Transport and Infrastructure Council (TIC) meeting took place via teleconference on 5 June 2020. At the meeting, Transport Ministers agreed to test the proposed policy priorities for the new National Road Safety Strategy with the road safety community. Work with states and territories is ongoing, focussing on identifying ways of implementing the agreed policy priorities, as well as further defining specific targets for the reduction in road deaths and serious injuries.

In the coming weeks we will be reaching out to engage and consult on the proposed key focus areas. We expect this work to continue over the coming months, and will provide further details of how our valued road safety community members can contribute to the strategy. It was also agreed to adopt a social model approach for implementation of the Strategy through the first National Action Plan.

The final draft of the new National Road Safety Strategy and first Action Plan will be considered by the end of the year, with final endorsement set for early 2021. The Communiqué from the 5 June meeting can be found on the TIC website: www.transportinfrastructurecouncil.gov.au/communique.

What is a social model approach to road safety?

At the centre of developing the National Road Safety Strategy 2021-30 is recognition that road safety is not solely a transport problem, and transport solutions alone are not enough to realise our goal of Vision Zero. We are seeking support and engagement well outside of the traditional government road agency to progress road safety outcomes. The social model approach to road safety will look beyond the transport sector, beyond governments and beyond the road safety community to build wider community acceptance of road safety solutions to prevent road crash trauma.

The social model is layered with the individual at its heart, expanding from responsibility for your own behaviour to your ability to influence other individuals, organisations and agencies, organisations making resources available to prioritise safety, community influence and advocacy through to systemic change at a macro societal level. The aim of using a social model approach is to build road safety into “business as usual” through a variety of touchpoints and mechanisms across multiple sectors of society.

More on the social model approach can be found by clicking the link here www.officeofroadsafety.gov.au/resources

For more information on the development of the National Road Safety Strategy, please contact the team by email at officeofroadsafety@infrastructure.gov.au.

Investing in reducing fatal and serious injuries

The first round of Driver Reviver Site Upgrades has been finalised with 22 organisations being provided nearly \$700,000 in grant funding to purchase portable electronic variable message signs for 34 Driver Reviver sites around Australia. These signs will be used to promote awareness for operational Driver Reviver sites and will be made available for other road safety messaging when not required at the Driver Reviver sites.

The majority of applications were from local governments and the funding will ensure that regional Driver Reviver sites in NSW, Western Australia, Victoria and Queensland are effectively advertised. Later in 2020, the Government will open a second round of grants for a wider scope of on-site upgrades, prioritising bushfire affected sites, and establishing new Driver Reviver sites.

Driver Reviver sites are located all over Australia and provide drivers and their passengers with a place where they can stop safely, particularly on long trips, during peak holiday periods. There are around 180 Driver Reviver sites across the six states and within nearly 90 different local government areas. Driver Reviver is a community program that has been operating in Australia for 30 years. Managed by volunteers from a wide range of service organisations and community groups, members give up their own time to promote road safety and help to reduce the road toll, by providing travellers with free beverages, snacks and conversation.

For more information on the Office of Road Safety’s programs, visit: www.officeofroadsafety.gov.au/programs.

Heavy Vehicle National Law Review

The Transport and Infrastructure Council (TIC) asked the National Transport Commission (NTC) to lead a review of the Heavy Vehicle National Law (HVNL), which regulates such matters as heavy vehicle access and driver fatigue management. The HVNL review is intended to result in regulation that will improve safety for road users and increase productivity. The NTC released a Consultation Regulation Impact Statement (RIS) on Thursday 25 June, with a Decision RIS due for consideration by TIC in May 2021. For further information, please refer to the NTC's HVNL review website: www.ntc.gov.au/transport-reform/HVNL-review.

Road Vehicle Standards Legislation Program Roadmap calendar released

To ensure industry stakeholders have a comprehensive understanding of the Road Vehicle Standards (RVS) legislation and how the changes will affect them, stakeholder engagement continues to be a key priority.

The Department recently released an RVS Legislation Program Roadmap calendar, which outlines an estimated timeframe for each provision of the RVS legislation to commence.

The calendar also highlights the proposed timing and nature of ongoing stakeholder consultation throughout the phased implementation process.

The calendar can be found in the 'Our stakeholder commitment' section of the RVS legislation implementation webpage: www.infrastructure.gov.au/vehicles/rvs/index.aspx.

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