



**VICTORIAN ROAD SAFETY  
ACTION PLAN  
2021-2023**



\$1.4 billion will be invested in road safety over the course of this Action Plan, including \$385.8 million for new initiatives.

## MINISTER'S FOREWORD



**The Hon Ben Carroll MP**  
Minister for Roads and Road Safety  
Minister for Public Transport

**This Action Plan is the first to be implemented under the Victorian Road Safety Strategy 2021-2030, which aims to halve the number of deaths and significantly reduce serious injury on our roads over the next 10 years.**

It also sets Victoria on the path to eliminating all road deaths within three decades – fulfilling our vision for zero road deaths by 2050.

We're creating a safer road environment for all users by continuing to embed a culture of road safety within the Victorian community.

The initiatives in this Action Plan target key cohorts of road users who make up a significant proportion of those who die or are injured on Victorian roads each year.

It focuses on:

- **people who are at high risk of being injured** – unprotected and vulnerable road users, and those travelling in older vehicles.
- **people who use the roads for work** – those for whom the vehicle is their workplace, as well as road workers.
- **people who engage in high risk behaviours** – those who drink and drug drive, repeat offenders, those who speed, and those who are distracted or inattentive.

This Action Plan will be delivered by our Road Safety Partners in collaboration with local government and other stakeholders, who I would like to thank in advance for their contribution to making our roads safer.

Our success in reducing road trauma requires everyone to make a contribution. We all have a role to play in making safer choices and taking safer journeys on our roads.

I look forward to working with all Victorians to progress this Action Plan and make our road network safer for everyone.

# CONTEXT FOR THIS PLAN

## ROAD SAFETY PARTNERS

Led by Road Safety Victoria, the Action Plan will be delivered by the Road Safety Partners.

- Department of Transport
- Victoria Police
- Transport Accident Commission
- Department of Justice and Community Safety
- Department of Health.

It will also see us working closely with key partners and stakeholders, including WorkSafe, local councils, community organisations, and others who can help us achieve our goals.

The Victorian Road Safety Action Plan 2021-2023 is the first in a series of action plans implementing the Victorian Road Safety Strategy 2021-2030, setting us on a path towards zero road deaths by 2050.

# CONTRIBUTING FACTORS AND CONSIDERATIONS

## AT ITS CORE, ROAD SAFETY IS ABOUT PEOPLE

This Action Plan responds to how and why Victorians use the road and, in an effort to achieve the best outcome for our community, focuses directly on specific cohorts that are most in need of attention and support.

Identifying road user cohorts has allowed us to target and tailor our approach to address the most at risk Victorian road users.

This balances the broad principle that initiatives addressing safer speed, vehicles and infrastructure will lead the global push to achieve zero road deaths by 2050, and that human behaviours that increase road safety risk will need to be addressed for many years to come.

This Action Plan focuses on the needs and behaviours of the following cohorts.

- **People who are at high risk of being injured:** unprotected and vulnerable road users, and those travelling in older vehicles.
- **People who use the roads for or at work:** where the vehicle is a workplace, those driving to facilitate work, as well as road workers.
- **People who engage in high risk behaviours:** drink and drug driving, repeat offenders, people who speed, and those who are distracted or inattentive.

In addition, we are continuing to reduce the underlying risk for all Victorian road users through investing in improvements to the road network, infrastructure and regulations.

## A COORDINATED AND EVIDENCE BASED APPROACH

Addressing the road safety needs of all Victorians requires a collective response across government, stakeholders and the community.

Modelling by road safety experts has highlighted the effectiveness of road safety initiatives in reducing trauma on Victoria's roads. The best approach incorporates a range of measures, which, when delivered together, offer the greatest outcomes for improving road safety.

Road safety is a concern beyond the road network and must be achieved through a holistic approach that incorporates enforcement and justice; health and wellbeing; work, health and safety.

## RECOVERING FROM COVID-19

This Action Plan has been developed in the context of COVID-19.

Perceptions about community health have changed the way Victorians move around the road and transport networks, with many preferencing individual modes of transport including driving, cycling and walking.

Community attitudes towards where and how we work have also changed, with more people working from home, impacting how, where and when we use the roads.

We will continue to work with councils to improve the safety of Victoria's road networks, ensuring local safety treatments support the growing numbers of pedestrians and bicycle riders.



As Victorian road use grows and changes, we need to be ready to adapt.

### A CHANGING POPULATION

Victoria has seen significant growth in regional areas – particularly near major regional centres. Road safety is a key concern in these areas, with regional and rural roads experiencing more deaths and serious injuries than other locations.

Growth in and around Melbourne means more cars on urban roads. A safe system is vitally important, particularly where high numbers of pedestrians, bicycle riders and motorcyclists are exposed to passenger vehicles and trucks.

The ageing population is also a consideration for road safety, as older people are more fragile and physically vulnerable and are more likely to suffer significant injury in a crash.

### THE GROWING FREIGHT TASK

The demand for goods and services continues to grow.

The Victorian Freight Plan: *Delivering the Goods* anticipates freight volumes to reach around 900 million tonnes by 2051.

As demand on our transport system increases, we're focused on optimising our networks to make them work smarter for us, and ensuring they complement the Big Build program.

Freight trips and needs are changing as markets and people's behaviours change. Registrations of utes, vans and small trucks have risen significantly, as has the number of crashes involving these vehicles.

Even as we shift more freight to rail, trucks remain integral to the freight task. Research by the Transport Accident Commission indicates that at least eight percent of road fatalities occur to people who are engaged in driving related to their employment at the time of their death. Road trauma that occurs in the course of employment has received little attention in the past.

We will continue to match speeds to the broader environment, maximising the safety of high volume freight networks with safe system treatments.

### SUPPORTING TECHNOLOGY

New and emerging technology can bring significant benefits for road safety, trauma reduction and network efficiency.

This includes in-vehicle Advanced Driver Assistance Systems (ADAS), which warn drivers or intervene in unsafe circumstances, and developments in connected and automated (driverless) vehicles that may counteract driver error.

Other advancements that can help keep Victorians safe include enforcement camera technologies detecting risky behaviours and intelligent transport systems connecting vehicles and surrounding infrastructure.

We will encourage the purchase of safer vehicles, implement new automated enforcement technologies, and investigate new vehicle immobilising technologies.





**OUR VISION IS FOR ZERO LIVES LOST BY 2050.**

STRATEGIC FOCUS AREAS



Supporting and enforcing safer driver behaviour



Removing unsafe vehicles from our roads



Vulnerable and unprotected road users



Improving safety on high speed roads and at intersections and reducing the underlying risk

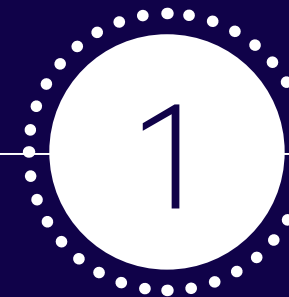


Increasing safety for those using the road for work or at work



Recognising the importance of post-crash care

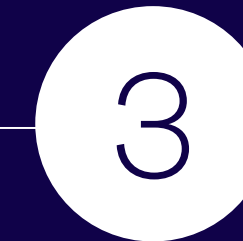
2021



ACTION PLAN 2021-2023



ACTION PLAN



ACTION PLAN

2030

OBJECTIVES

BE SAFE

Ensure all Victorians are safe and feel safe on and around our roads.

10 YEAR REDUCTION

Halve road deaths and progressively reduce serious injuries by 2030.

A CULTURE OF SAFETY

Embed a culture of road safety within the Victorian community.

DELIVER INITIATIVES

Deliver a suite of initiatives that are achievable and have an impact in the short-term, but also prepare the state for the future.



# STRATEGIC FOCUS AREAS AND ACTIONS

## AREA OF FOCUS

### SUPPORTING VULNERABLE AND UNPROTECTED ROAD USERS

### INCREASING SAFETY FOR THOSE USING THEIR VEHICLES AS A WORKPLACE OR FOR WORK

### SUPPORTING AND ENFORCING SAFE DRIVER BEHAVIOURS

### REDUCING UNDERLYING RISK

## OUR COMMITMENT

We will support people who are vulnerable, disadvantaged and at risk on our roads.

We will protect people for whom their vehicle is their workplace, who need to drive to facilitate their work or who conduct their work on the roads.

We will reduce the risk from people who deliberately engage in irresponsible, dangerous and other high-risk behaviours.

We will set ourselves up to address the long-term transformation of the road network.

## TARGET COMMUNITIES

People who are at higher risk of being injured.

People who use the roads for work or at work.

People who engage in high risk behaviours.  
People who are at higher risk of being injured or killed.

All Victorians.

## 2030 GOALS

Improved outcomes for unprotected road users who are involved in a crash.

Vulnerable road users are supported by the road system, not impacted by it.

Reduce the occurrence of old and unsafe vehicles as a contributing factor to road trauma.

Road safety hazards are minimised or eliminated for those who work on or use the road for work.

Fewer fatalities and serious injuries where alcohol and/or drugs are involved.

Fewer fatalities and serious injuries where speed is a contributing factor.

Fewer fatalities and serious injuries where drivers engage in distracting behaviour.

Remote and rural roads are as safe as urban and metropolitan roads for all road users.

A network that is prepared for the increasing automation of vehicles.

An optimised crash data set to inform future action plans and strategies.



## VULNERABLE AND UNPROTECTED ROAD USERS

Creating a safer and more protective environment for our vulnerable road users is priority. Pedestrians, cyclists and older drivers are some of the most vulnerable road users, due to their lack of protection from impact forces.

Old, unsafe vehicles are over-represented in fatalities - particularly in regional areas - and offer poorer protection in the event of a crash.

| ACTION   | HOW WE WILL ACHIEVE IT   |
|--|--|
| <b>KEEP CHILDREN AND YOUNG PEOPLE SAFE</b>                     | <p>We will build on our current road safety programs, such as the Road to Zero education complex at the Melbourne Museum, RoadSmart and the L2P-Learner Driver Mentor Program. We will develop a new strategic approach to delivering best practice education programs for children, young people, families, and the general community to prevent road trauma.</p> <p>We will enhance our RoadSmart program to increase its impact to the 37,000 school children it reaches per year and continue to support up to 3000 socially disadvantaged young learners to gain the driving experience required to apply for a probationary licence.</p> |
| <b>KEEP SCHOOL CHILDREN SAFE</b>                               | <p>Road safety around schools is very important. We will invest more than \$41 million over two years to support the employment of at least 3,150 school crossing supervisors, which will provide students with a safe journey to and from school.</p>   |
| <b>KEEP PEOPLE SAFE WHEN MOVING BETWEEN MODES OF TRANSPORT</b> | <p>We will investigate the safety issues associated with people accessing public transport (buses, trains and trams) and develop a program to address these risks. Through this program we will further support the uptake of active transportation including walking and cycling.</p>   |
| <b>ACCELERATE THE UPTAKE OF VEHICLE SAFETY TECHNOLOGY</b>      | <p>We will invest \$2 million to accelerate the take-up of new safety features and technologies in passenger vehicles, light commercial vehicles, heavy vehicles, and trailers to help keep people safe.</p>   |

| ACTION   | HOW WE WILL ACHIEVE IT  |
|--|---|
| <b>HELP YOUNG REGIONAL DRIVERS TO OWN A SAFE CAR</b>                             | <p>We will invest \$6.9 million in a targeted trial that incentivises up to 1000 young regional Victorian vehicle owners to scrap their old, unsafe vehicles and replace them with vehicles less than ten years old with a high safety rating.</p> <p>Older vehicles with fewer advanced safety features are over-represented in serious crashes. By removing these vehicles from our roads, we can significantly decrease the rates of serious and fatal crashes.</p>  |
| <b>HELP KEEP OLDER REGIONAL VICTORIAN DRIVERS SAFE</b>                           | <p>We will partner with a social enterprise and the private sector to trial leasing new vehicles with key safety features to up to 50 low-income older drivers in regional Victoria.</p>  |
| <b>IMPLEMENT A MANDATORY MINIMUM PASSING DISTANCE AROUND PEOPLE RIDING BIKES</b> | <p>The road rule requiring motorists to leave a minimum 1 metre safe passing distance when travelling up to 60km/h or 1.5 metres distance with speeds above 60km/h will be enforced by Victoria Police and supported by a strong community education program to help keep bicycle riders safe.</p>  |
| <b>MODERNISE THE LEARNER PERMIT TEST</b>   | <p>We are improving the quality of the Learner Permit test so more novice drivers have a safer start to their driving journey by introducing an online, interactive driver competency based program and assessment to obtain a learners permit.</p>   |
| <b>IMPROVE THE SAFETY OF MOTORCYCLISTS</b>                                       | <p>We will work directly with the Victorian Government Motorcycling Community Engagement Panel on initiatives to improve rider safety and promote the benefits of motorcycling.</p> <p>We will continue to invest in initiatives that will make a positive difference for motorcyclists including:</p> <ul style="list-style-type: none"> <li>• further develop and enhance MotoCAP - the Motorcycle Clothing Assessment Program to provide riders with scientifically based information about a range of motorcycle protective clothing</li> <li>• implement targeted motorcycle safety improvements to popular motorcycle routes in regional Victoria</li> <li>• investigate the benefits of roadside technologies and smart signage to warn other road users when motorcycles are approaching in high-risk locations</li> <li>• undertake research into the benefits of post-licence motorcycle training courses.</li> </ul> |





### PARTNER WITH WORKSAFE

The Road Safety Partners will work in collaboration with WorkSafe Victoria to:

- review and build upon guidance on occupational health and safety requirements with regard to vehicle maintenance, safe driving policies and management accountability
- support consultation with key industry stakeholders to understand the challenges and opportunities and for input into proposed work-related motor vehicle accident prevention initiatives
- contribute to the understanding of existing activity, data and priorities for work-related motor vehicle accident prevention.



### INCREASING SAFETY FOR THOSE USING THE ROAD FOR WORK OR AT WORK

The road is the workplace for many Victorians who drive or ride a vehicle to deliver goods and provide services. The increase in online shopping, ride-share, and food delivery services has seen our highest ever number of vehicles being used as a workplace on Victorian roads. Working with employers and WorkSafe Victoria, initiatives will target corporate responsibility, vehicle safety, driver training and workplace OH&S policies to ensure that every worker is safe on our roads.

| ACTION   | HOW WE WILL ACHIEVE IT   |
|--|--|
| IMPROVE THE SAFETY OF DELIVERY RIDERS  | We are working to better understand what impacts the safety of riders in the on-demand workforce. \$1 million will be invested to provide best practice policies and procedures for businesses, and deliver education and safety awareness programs. |
| DELIVER A SAFE ROADSIDE WORK ENVIRONMENT                                       | Through an investment of \$1 million we will trial new initiatives to improve the safety of first responders and roadside operators, including VicRoads Incident Response Teams.   |
| INCREASE SAFETY FOR CYCLISTS AND PEDESTRIANS AROUND ROAD WORKSITE AREAS        | We will deliver a comprehensive approach to improving safety for vulnerable road users around construction projects using a combination of practical tools, training, guidance, and communications.  |
| DECREASE THE OCCURRENCES OF DRINK DRIVING                                      | We will pilot new passive alcohol detection technologies, in a commercial fleet, which will further support the separation of drinking and driving.  |
| ERADICATE ALCOHOL-RELATED CRASHES FOR DRIVERS OF VEHICLES 4.5 TONNES AND OVER. | New laws extend the requirement of a zero-blood alcohol limit to drivers of vehicles over 4.5 tonnes. This will mean that all heavy vehicle drivers fully separate drinking from driving, further reducing the risk of severe road trauma outcomes.  |





## SUPPORTING AND ENFORCING SAFER DRIVER BEHAVIOUR

Although a majority of road users drive safely, there are a number of people who deliberately engage in irresponsible, dangerous and high-risk behaviours on our roads.

Victoria has been a world-leader in implementing behaviour change programs utilising a mix of regulatory change, behavioural intervention, enforcement, public education and awareness campaigns to improve road safety.

Combinations of these interventions have achieved changes in community attitudes towards behaviours such as drink and drug driving, seatbelt wearing and engaging high-risk behaviours such as speeding and mobile phone use.

| ACTION   | HOW WE WILL ACHIEVE IT   |
|--|--|
| LOOK AT WAYS TO ADDRESS THE UNDERLYING CAUSES OF FREQUENT, HIGH-RISK OFFENDING | <p>A small proportion of high-risk offenders are not deterred by current penalties and continue to drive and engage in dangerous behaviours. For these drivers, addressing the underlying health and socio-economic issues is an important factor in reducing the likelihood of ongoing high-risk offending.</p> <p>We will invest close to \$2 million and work across government to strengthen our approach to reducing the risk from these high-risk traffic offenders.</p> |
| OPTIMISE THE MANAGEMENT OF REPEAT DRUG DRIVING OFFENCES                        | <p>We will review the current approach to drug driving offences and develop interventions to address repeat drug driving.</p>  |
| REDUCE THE LEGAL BLOOD ALCOHOL LIMIT FOR HIGH-RISK DRIVERS AND RIDERS          | <p>We will investigate options for establishing a zero BAC limit for high risk drivers and riders.</p> <p>Work with community, industry and government stakeholders to identify appropriate policy settings to mitigate the risk.</p>  |

| ACTION  | HOW WE WILL ACHIEVE IT   |
|---|--|
| INVESTIGATE NEW VEHICLE IMMOBILISING TECHNOLOGIES                                   | <p>We will undertake market and industry research to identify what technology is currently available and what initiatives could be developed to more effectively immobilise and intercept high-risk vehicles.</p>  |
| IMPROVE SPEED COMPLIANCE AND INCREASE DETECTION OF THOSE DRIVING DANGEROUSLY        | <p>We have invested \$86 million to increase the deployment of mobile speed cameras by 75 per cent, with the roll out to be completed in the first year of this Action Plan. In addition, we will develop a framework to guide mobile camera deployment in order to better deter speeding.</p>   |
| INCREASED FOCUS ON ROADSIDE DETECTION OF DRUG DRIVERS                               | <p>There will be an increased focus on building roadside drug testing capability across Victoria whilst also employing a specific deterrence approach to drug driver detection.</p>  |
| DELIVER NEW AUTOMATED TRAFFIC OFFENCE TECHNOLOGY                                    | <p>Mobile enforcement cameras will be implemented to detect dangerous and distracting behaviours such as illegal mobile phone use and non-seatbelt wearing. This \$33 million investment is critical in changing unsafe road user behaviour.</p>   |
| ROLL OUT ADDITIONAL ROAD SAFETY CAMERAS AND TWO SETS OF HIGHWAY ROAD SAFETY CAMERAS | <p>Intersection crashes account for 23% of all fatalities on Victorian roads. \$49 million will be used to begin the installation and commissioning of 35 new fixed intersection and two sets of highway road safety cameras to lower crashes, trauma and death on our roads by means of detection, enforcement and changes in driver behaviour.</p> |



## REDUCING THE UNDERLYING RISK

Everyone has a role to play in making and keeping our roads safe.

Road safety is a broad and complex issue that requires a strategic, multi-faceted and coordinated approach.

We are strongly committed to use of data and evaluation to continue to learn and adapt as the environment and community around us continues to grow, change and evolve.

| ACTION  | HOW WE WILL ACHIEVE IT   |
|---|--|
| OPTIMISE CRASH AND SUPPLEMENTARY DATA SETS                            | We will improve Victoria's system of road safety data collection and build on Victoria's strengths in current road safety data and research by developing and implementing a roadmap for the governance of Victoria's road safety data. This will detail the monitoring and evaluation needs throughout the process of data collection, management, analysis, and dissemination. |
| DELIVER A NETWORK SAFETY FRAMEWORK                                    | We will invest \$5 million to develop a framework that will inform the long-term transformation of our road network.   |
| DELIVER ROAD SAFETY INFRASTRUCTURE IMPROVEMENT PROJECTS               | We will continue to deploy targeted safety treatments and invest \$615 million to improve over 1000km of roads across Victoria through the installation of road safety barriers and tactile line markings.   |
| DELIVER ROAD SAFETY IMPROVEMENTS IN PARTNERSHIP WITH THE COMMONWEALTH | In collaboration with the Commonwealth Government, we will invest over \$600 million to deliver over 300 projects that will include retrofitting lifesaving road safety upgrades to regional, urban and peri-urban roads.  |

## MEASURING OUR SUCCESS

Monitoring our performance against targets will ensure ongoing success of this, and future, action plans. Our supporting Evaluation Framework will help to develop ongoing policies and interventions to reach our long term goal of zero road deaths by 2050.

This Action Plan will be measured against the following indicators to track performance against our Road Safety Strategy targets.



### SAFE ROADS AND STREETS

- Percentage Vehicle Kilometres Travelled (VKT) on safe arterial roads (4/5 star or equivalent)
- Percentage VKT on safe divided roads (4/5-star with median-barrier)
- Percentage VKT on safe high movement arterial roads (M1/M2\* with 5-star or 4-star with median-barrier)
- Percentage length with safe lower movement arterial roads (M3\* roads with safe speed)
- Percentage length with safe local rural roads (local roads with safe speed)
- Percentage safe intersections



### VEHICLES

- Percentage 5-star cars in new car sales
- Percentage vehicles older than 15 years
- Percentage 5-star cars in Victorian government fleet



### SPEED

- Percentage of drivers/riders compliant with speed limit on high movement arterial roads (M1/M2)
- Percentage of drivers/riders compliant with speed limit on mid movement arterial roads (M3)
- Mean speed on high movement arterial roads (110 km/h)
- Mean speed on mid movement arterial roads (100 km/h)



### NON-IMPAIRED DRIVERS

- Percentage sober drivers
- Percentage non-drug drivers
- Percentage non-fatigue drivers



### SEAT BELT AND PROTECTIVE GEAR

- Percentage seat belt wear in light vehicles
- Percentage seat belt wear in heavy vehicles
- Percentage riders always wearing full protective gear

\* M1/M2/M3 relate to Victoria's Movement and Place categorisation. Further information about the framework can be found at <https://transport.vic.gov.au/about/planning/movement-and-place-in-victoria>



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Designed and published by the  
Department of Transport

ISBN 1234567890 (Print)  
ISBN1234567890 (PDF/online/MS Word)

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