

**Question:**

Your submission speaks to the 33 supported recommendations from the inquiry into Victoria's road toll. Now, 12 of these are yet to commence. Which recommendations are these, and why are they behind? What is the reason for the delay?

**Answer:**

In March 2021, the Legislative Council's Economy & Infrastructure Committee made 36 recommendations to government from its Inquiry into the Increase in Victoria's Road Toll. The government responded in September 2021 supporting 28 of the 36 recommendations (8 in full, 5 in part and 15 in principle) and identifying 5 recommendations which were placed under review. The Government did not support 3 of the 36 recommendations.

The Road Safety Partnership has systematically approached implementation of the 33 items that government supported or placed under review. Funding has been reprioritised within existing departmental budgets to commence, and in some instances, complete activities to acquit the government's response. Commencing work on some recommendations is dependent upon other recommendations being completed. An example of this is the response to recommendation 8, where the government agreed to *"report on the predicted road standard rating for all road projects, including the expected lifespan and projections. Projections should take into account population growth and ensure roads meet the needs of all road users."* To fully execute this, the Department of Transport and Planning (DTP) needs to address the government's response to recommendation 6 which involves the collection and reporting of star ratings on rural arterial roads, an initiative which is currently underway.

At the time of preparing the Road Safety Partnership's submission to the Inquiry into the Impact of Road Safety Behaviours on Vulnerable Road Users, there were 12 recommendations the government either supported or placed under review that were yet to commence. Table 1 below provides detail on the status of these 12, noting work has now commenced on 9 of these items.

Table 1: Summary of the 12 recommendations listed as ‘yet to commence’ in the Road Safety Partnership’s submission.

No.	Recommendation	Level of support	Government response	Summary / Current status	Progress to date
1	That the Victorian Government review the effectiveness of Towards Zero 2016–2020 Victoria’s Road Safety Strategy & Action Plan and publish the results on the Department of Transport and Planning website.	Supported in full	On the behalf of the Road Safety Partners the Transport Accident Commission (TAC) will coordinate and manage an evaluation of the Towards Zero 2016-2020 Road Safety Strategy and Action Plan.	Delayed due to co-dependant tasks requiring completion.  This work is in progress.	This recommendation is dependent on the completion of several funded projects and initiatives, some of which were not completed until 2021. A scope for the evaluation has been developed and approved by the Road Safety Partnership.
8	That the Victorian Government report on the predicted road standard rating for all road projects, including the expected lifespan and projections. Projections should take into account population growth and ensure roads meet the needs of all road users.	Supported in part	Department of Transport and Planning (DTP) will use the development and collation of star ratings to ensure major projects undertaken in future use the projected star ratings	Implementation has not yet commenced due to co-dependant tasks requiring completion.  Not yet commenced	Road safety risk ratings which will be assigned for highways, arterial roads and other roads of significance as part of Recommendation 6, will then be used for the development and collation of star ratings (to be used in future major projects). Survey data which contributes to the star ratings is expected to be available in early 2024.

16	<p>That the Victorian Government publish the datasets that underpin targets in the Victorian Road Safety Strategy 2021–2030.</p>	Supported in principle	<p>The Victorian Government was supportive of publishing a summary report providing the insights generated from the analysis of data undertaken by Victoria’s Road Safety Partners</p>	<p>Delay was due to prioritising resources to conduct the analysis required for the development of the second action plan under the Victorian Road Safety Strategy 2021-2030.</p> <p>This work is in progress.</p>	<p>The Road Safety Partners have been monitoring emerging road safety trends through updated data analysis undertaken for the development of the second action plan under the Victorian Road Safety Strategy 2021-2030. DTP has commenced work with the Road Safety Partnership to develop a summary report to be published in 2024.</p>
18	<p>That the TAC work with the Office of the Victorian Information Commissioner and the Victorian Centre for Data Insights to make all traffic accident datasets publicly available in a way that: enables simple and reliable independent analysis upholds privacy principles. These should continue to be published quarterly.</p>	Supported in principle	<p>Victoria’s Road Safety Partners were supportive of reviewing all publicly available road safety-related data and identifying opportunities where this data can be made publicly available provided it upholds privacy of citizens within the Victorian community.</p>	<p>Various activities have now been undertaken to facilitate publication of road safety data.</p> <p>This work is in progress.</p>	<p>The TAC continues to publish daily lives lost data and monthly claims data via a range of reports and interactive tools on their website. Over recent years, the TAC has expanded its online reporting tool to include additional data fields and a geospatial element for lives lost.</p> <p>Further, the TAC has successfully transformed the publicly available data into additional and more user friendly visualisation tools containing interactive maps, charts and tables. An additional lives lost tool is now accessible via the TAC website, whilst a further tool containing both lives lost and claims data is openly shared with a network of government agencies, local governments, research organisations, interest groups and other road safety professionals. The TAC is working to make all tools openly available on the TAC website and continues to assess data and research for publishing suitability.</p>

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					DTP is currently undertaking a review of its publicly available road safety datasets and aims to release updated road safety data via the Victorian Government Open Data platform by the end of 2023.
21	That the Victorian Government expand its alcohol and other drugs testing regime to require all persons, other than passengers, who attend a hospital as a result of a road accident to undergo a BAC test.	Supported in principle	The Victorian Government were supportive of the recommendation as drafted relating to BAC tests, given it reflected current practice.	Further work on this recommendation is not being pursued.	While this recommendation reflects current practice, the road safety partners have no current or planned works to extend the current process for detecting alcohol concentration/presence of a banned drug (as per the Road Safety Act 1986) to conduct a full toxicological screening, as suggested in the rationale behind the Parliamentary Committee making this recommendation.
22	That the Victorian Government review whether the age limit for learner drivers to complete a compulsory minimum of 120 hours of logged, supervised driving (including 20 hours of night driving) should be increased to 25 years old. The Government may also consider requiring all drivers to complete a compulsory minimum of 120 hours regardless of age.	Supported in part	The Government committed to investigate the social and economic impacts of this recommendation in consultation with the community prior to introduction.	A program of work has been established following the confirmation of funding and resources.  This work is in progress.	DTP has now commenced with a policy review which seeks to understand the social and economic impacts, benefits and disbenefits, and considerable engagement with community needed to determine effective initiatives that may reduce the fatal and serious injury crash involvement of rates for drivers aged 21 to 25.

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23	<p>That the Victorian Government expand and more widely promote the L2P program to ensure there are no barriers to access by any groups and individuals, for example new migrant communities.</p>	Under review	<p>Government committed to undertake research to understand and quantify the unmet need in the Victorian learner driver population who experience barriers to accessing supervised driving, and to identify the communities who will benefit from a program similar to L2P.</p>	<p>Two independent pieces of work are being undertaken as part of this review.</p> <p>This work is in progress.</p>	<p>The TAC L2P program supports approximately 2400 young learner drivers with barriers to licensing to obtain the minimum 120 hours of supervised driving practice. The program focuses on supporting young drivers (age 16-21) without access to a car or supervising driver but will allow the inclusion of older novice drivers up to the age of 23 in exceptional circumstances. The TAC and the Department of Transport and Planning are undertaking a strategic review of the program. It is expected any program improvements would be implemented from June 2024.</p> <p>Victorian Road Safety Partners are also undertaking a series of needs and gap analyses to seek improved road safety outcomes for key populations including older learner drivers (average 21 years), multicultural communities, and First Nation people.</p>
25	<p>That the Victorian Government conduct research on road trauma involving drivers aged over 60 years. The research should determine: the specific risks posed and faced by older drivers targeted road safety policies to negate these risks.</p>	Supported in full	<p>The Government committed to continue to co-ordinate research efforts to understand older driver risks, with a view to reviewing, enhancing and/or developing new polices and interventions to improve risk</p>	<p>Road Safety Partners have analysed road safety data to better understand older road user crash risk.</p> <p>This work is in progress.</p>	<p>The road safety partners continue to coordinate research efforts to understand older road user risk, engaging nationally on matters like fitness to drive.</p> <p>Under the Victoria Road Safety Action Plan 2021-23, the action to trial leasing newer vehicles to older drivers in regional Victoria was unable to progress due to the impact that COVID-19 had and continues to have on the vehicle market (e.g. stock availability, price). DTP is rescoping this work to investigate older adults' attitudes towards driving vehicles fitted with safety features, aiming to identify factors that influence vehicle choice. This work, included in the Department of Families,</p>

			management and enhance road safety for this road user group.		Fairness and Housing’s Healthy Ageing in Victoria Action Plan, aims to inform initiatives intended to support safer vehicle choices for older drivers.
26	That the Victorian Government work with the professional driver training sector to review professional driver trainer requirements with a view to identifying areas for improvement, including consideration of minimum age and other eligibility criteria, and developing of a Code of Practice.	Supported in principle	The Government supported the intent of this recommendation, noting that, subject to funding, a formal review will be undertaken by Commercial Passenger Vehicles Victoria (CPVV) and VicRoads Registration and Licensing (R&L) to identify operational and procedural improvements, and make recommendations for regulatory adjustments to improve the behaviour and quality of driving instructors.	This work is yet to commence.	<p>The introduction of a joint venture partnership to deliver modernisation of VicRoads’ registration and licensing services as well as Machinery of Government Departmental changes have delayed the commencement of this review. In addition, funding will be required to undertake this review.</p> <p>The Certificate IV qualification in Motor Vehicle Driver Training was updated by the Australian Government in 2022 following consultation with industry. This is the national accredited Vocational Education and Training (VET) course for Driving Instructors. Victoria requires any person operating as a light vehicle driving instructors to transition to this qualification, in addition to other safety and operational requirements.</p>

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28	That the Victorian Government conduct research into drug testing that identifies the level of drug impairment in drivers.	Supported in principle	It was recognised by the Government that significant scientific barriers exist to establishing accurate per se impairment thresholds for drugs which are fair and equitable for all road users. The Government committed to monitor the latest research and advancements in this space.	DTP has recently commissioned a review of new and emerging literature on this topic.  This work is in progress.	Work is underway to investigate and understand the latest evidence in relation to per se limits that are utilised in roadside drug testing and impairment assessment protocols across some international jurisdictions. This is in recognition that blood concentration levels are the only biological parameter that is considered to have a possible correlation with drug impairment levels, and that there is no universally accepted approach for setting per se thresholds in blood analogous with impairment (for both cannabis and methylamphetamine). Road Safety Partners are also investigating opportunities to streamline existing impairment screening protocols. Planning for these investigations are currently underway.
29	That the Victorian Government expand its drug testing regime to include testing for cocaine.	Under review	The Government committed to review the operational impacts, cost and benefits as well as providing the regulatory framework to enable cocaine to be included in roadside drug testing.	This work is in progress.	Victoria Police has conducted exploratory work in relation to adding cocaine to the list of drugs that are currently included in Victoria's roadside drug testing regime, and is in discussions with the road safety partnership to consider different options to progress.  In September 2023, Road Policing Command prepared an Options Paper on the progress of cocaine being added to roadside drug testing for Executive Command of Victoria Police to consider.

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34	That Victoria's Road Safety Partners work with Victoria's tourism industry to address the issue of road safety in south-west Victoria, particularly around the Great Ocean Road.	Supported in principle	Reducing the underlying risk on the Great Ocean Road and related tourist routes was a key focus for the Government. The Department of Jobs, Precincts and Regions received funds to undertake further activities to improve road safety related to the tourism sector.	<p>Activities related to this recommendation were on hold due to the COVID-19 pandemic and associated international border closures.</p> <p>This work is in progress.</p>	The Department of Jobs, Skills, Industry and Regions is working with the Road Safety Partners to ensure that this work is consistent with the level of international visitation to the region. Key deliverables include improved signage, liaising with key vehicle rental companies and targeted road safety messages.
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**Question:**

How does the determination go into where they prioritise investing in tram superstops? I have got a number of tram lines through my own electorate, and we see very few superstops coming online. But I know overall there is a huge investment, because they do help improve road safety. ... So do you have a sense of how the superstops are invested in?

**Answer:**

Melbourne's tram stops are being progressively upgraded to improve tram accessibility. We have delivered 83 accessible tram stops, with a further pipeline of 24 stops in delivery, and planning for future corridors of level access stops is underway.

Accessible tram stops are being developed on a corridor-by-corridor approach, with current priorities focussing on one corridor for delivery (La Trobe Street in the CBD) and three corridors funded for development (Droop St, Footscray; High St, Thornbury and Smith St, Fitzroy). Stops in other areas and corridors will be considered as part of future development packages, however the timeline for delivery of future tram stop corridors is yet to be determined.

An ongoing program to improve visibility and safety of kerb side stops across the network is underway through better line marking and the introduction of tactile indicators and concrete hardstands. In locations where there have been critical safety issues and there are alternative stops nearby, stops have also been relocated or closed.