What the ACT Government is doing

› Designing and maintaining roads and roadsides to reduce risk to as low as reasonably practical.
› Setting speed limits according to the safety of the road and roadside.
› Encouraging consumers to purchase safer vehicles with
  - primary safety features that reduce the likelihood of a crash - e.g. electronic stability control, and
  - secondary safety features that reduce injury severity in a crash - e.g. side curtain airbags.
› Advising, educating and encouraging road users
  - to comply with road rules,
  - be unimpaired and alert, and
  - drive according to the prevailing conditions.
› Carrying out enforcement initiatives to protect the wider community from the actions of a minority of road users who repeatedly put the community at risk with anti-social behaviour.

To obtain more information on this or other road safety topics visit: www.justice.act.gov.au
The Problem

Road safety is a major issue for the whole ACT community. There are nearly 30 crashes per day in the ACT, and each year about 14 people are killed and 500 people are injured on ACT roads.

The ACT Government is committed to reducing the number of deaths and injuries on our roads, and road safety improvements are guided by the nationally adopted ‘Safe System’ principles.

The diagram below shows the main components of the Safe System approach:

The Safe System approach

› Acknowledges that human error is inevitable and crashes will occur. Therefore, the road system must be designed to be more forgiving of human error.

› Understands that the human body is vulnerable when involved in a crash, and unlikely to survive unprotected impacts at speeds of more than 30 km/h.

› Encourages a better understanding of the interaction between roads, roadsides, travel speeds, vehicles and road users in reducing deaths and injuries on roads.

› Recognises that roads, roadsides and vehicles must be designed to reduce the risk of crashes, as well as reduce the harm to people if a crash should happen.

› Encourages road users to comply with the rules to ensure that they act within the limits of the road system’s design.

› Advocates the shared responsibility of the road system designers, vehicle engineers and road users in achieving a road environment where the likelihood of a crash is reduced, and where any crash that does occur will cause minimum harm to people.