

**Queensland Guide to Road Safety**

**Part 7: Road Safety Strategy and Management (2021)**

**November 2022**

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## Feedback

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## About this document

Austrroads' *Guide to Road Safety Part 7: Road Strategy and Management* is concerned with the process of road safety strategy development, management, evaluation and risk assessment. It outlines options for strategy development and details the value of a 'vision' in driving strategy development. It covers the stages of a strategy lifecycle, including problem analysis, countermeasure selection, target setting and safety performance indicators, development and implementation. It also details the importance of, and methods for, monitoring and evaluation.

## How to use this document

The Department of Transport and Main Roads has agreed to adopt the standards published in Austrroads Guides as part of national harmonisation. The department seeks to avoid duplicating information addressed in national guidance and has developed documents instead that provide Queensland-specific advice while following the structure established in Austrroads Guides.

Queensland-specific advice includes practices which vary from national practice because of local environmental conditions (such as geography, soil types, climate); different funding practices; local research; local legislation requirements; and to expand instruction on particular issues.

As such, this Part of the *Queensland Guide to Road Safety* (QGRS) takes precedence over the [Austrroads Guide to Road Safety Part 7: Road Strategy and Management](#) except where the Austrroads *Guide* is accepted without changes.

This Part is designed to be read and applied together with Austrroads *Guide to Road Safety Part 7: Road Strategy and Management*. Readers must have access to the Austrroads *Guide* to understand its application in Queensland.

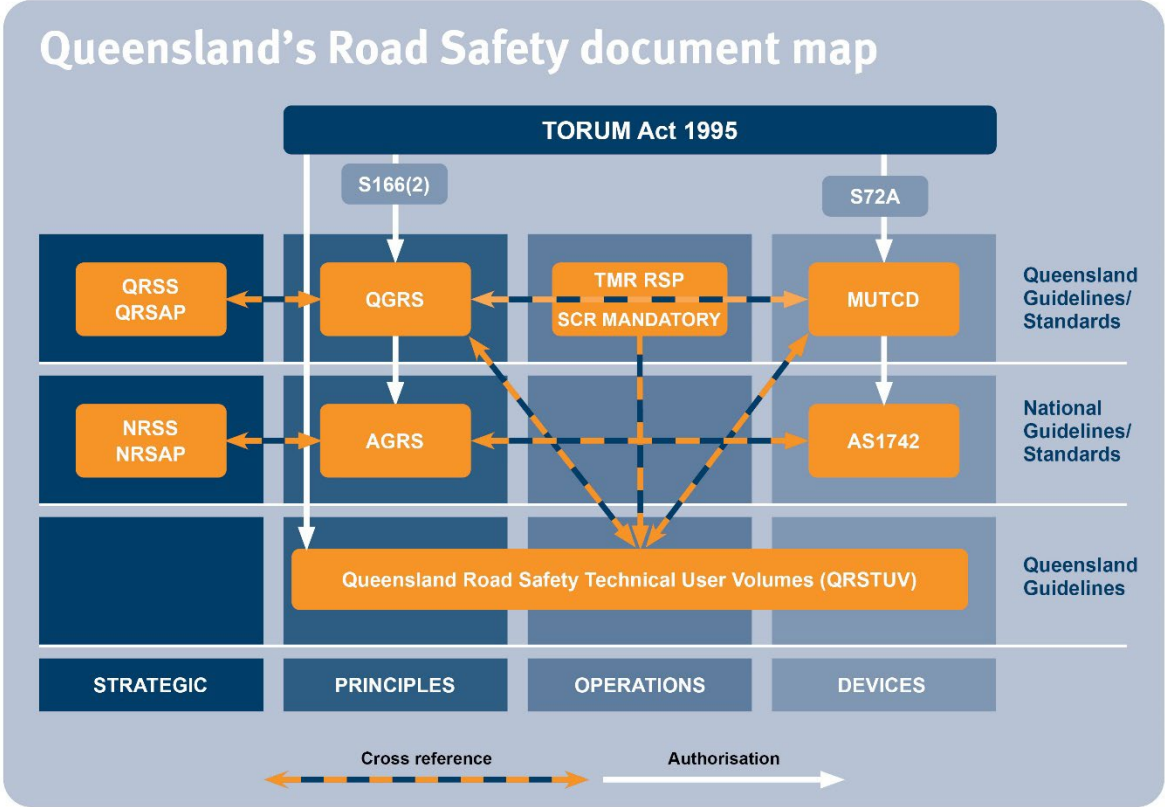
This document:

- sets out how the Austrroads *Guide to Road Safety Part 7: Road Strategy and Management* applies in Queensland
- has precedence over the Austrroads *Guide to Road Safety Part 7: Road Strategy and Management* when applied in Queensland, and
- has the same section numbering and headings as the Austrroads *Guide to Road Safety Part 7: Road Strategy and Management*.

The following table summarises the relationship between the Austrroads *Guide to Road Safety Part 7: Road Strategy and Management* and this document:

<b>Applicability</b>	<b>Meaning</b>
Accepted	The Austrroads <i>Guide</i> section is accepted.
Accepted, with amendments	Part or all of the Austrroads <i>Guide</i> section has been accepted with additions, deletions or differences.
New	There is no equivalent section in the Austrroads <i>Guide</i> .
Not accepted	The Austrroads <i>Guide</i> section is not accepted and does not apply in Queensland.

A summary of the documents relevant to road safety in Queensland, and their links, follows.



**Definitions**

The following general amended definitions apply when reading the Queensland *Guide to Road Safety Part 7: Road Strategy and Management*.

Term	Definition
AGRS Part 7	<p>Austrroads <i>Guide to Road Safety Part 7: Road Strategy and Management</i>, as amended by this document; for example, a reference to AGRS Part 7 means the reader must refer to the Austrroads <i>Guide to Road Safety Part 7: Road Strategy and Management</i>, and the Queensland <i>Guide to Road Safety Part 7: Road Strategy and Management</i> (QGRS Part 7).</p> <p>Throughout AGRS Part 7, references are made to other Parts of the AGRS (for example, when reading AGRS Part 7, the reader may be referred to AGRS Part 3 for further information.)</p> <p>In such cases, the reader must refer to the equivalent Part within the Queensland <i>Guide to Road Safety</i> first. Check the applicability of the equivalent QGRS Part before referring to the referenced AGRS Part.</p> <p>Similarly, references may be made to other Austrroads Guides (for example, when reading AGRS Part 7, the reader may be referred to the <i>Guide to Traffic Management Part 3: Transport studies and analysis methods</i>).</p> <p>In such cases, the reader must refer to the equivalent Queensland Guide first, where such exist. Check the applicability of the equivalent Queensland Guide before referring to the referenced Austrroads Guide Part.</p>
AGRS	<a href="#"><i>Austrroads Guide to Road Safety</i></a>
AS 1742	Australian Standard AS 1742 <i>Manual of Uniform Traffic Control Devices</i>
NRSS	National Road Safety Strategy

<b>Term</b>	<b>Definition</b>
NRSAP	National Road Safety Action Plan
QGRS	<a href="#"><i>Queensland Guide to Road Safety</i></a>
QRSS	<a href="#"><i>Queensland Road Safety Strategy</i></a>
QRSAP	<a href="#"><i>Queensland Road Safety Action Plan</i></a>
QRSTUV	<a href="#"><i>Queensland Road Safety Technical User Volumes</i></a>
RSP	Queensland Department of Transport and Main Roads <a href="#"><i>Road Safety Policy</i></a>
TORUM Act 1995	<i>Transport Operations (Road Use Management) Act 1995</i>
TRUM	Volume 2 of the <a href="#"><i>Traffic and Road Use Management manual</i></a> preceded this Part of the <i>Queensland Guide to Road Safety</i> and was withdrawn on publication of the corresponding QGRS Part.

## References

<b>QGRS section</b>	<b>Reference</b>
All	<a href="http://www.legislation.qld.gov.au">www.legislation.qld.gov.au</a>

## Relationship table

Section	Title	Queensland application	Dept contact*
1.	<b>Introduction</b>	Accepted with amendments	LTSR
	1.1	Purpose of the Guide	Accepted
	1.2	Road Safety Strategies	Accepted
	1.3	Strategies for Different Levels of Government	Accepted
	1.4	Character and Benefits of a Road Safety Strategy	Accepted
	1.5	Developing a Road Safety Strategy	Accepted
	1.6	Guiding Principles	Accepted with amendments
	1.7	Critical Success Factors	Accepted
2.	<b>Partnerships and Consultation</b>	Accepted	LTSR
3.	<b>Problem Analysis</b>	Accepted	LTSR
	3.1	Problem Definition	Accepted
	3.2	Deeper Understanding of the Issues	Accepted
	3.3	General Measures	Accepted
	3.4	Changes in Population and Travel	Accepted
	3.5	Additional Data Sources	Accepted
	3.6	Public Opinion	Accepted
	3.7	Societal and Technology Changes	Accepted
4.	<b>Countermeasure Selection</b>	Accepted	LTSR
	4.1	Conceptual Frameworks for Countermeasure Selection	Accepted
	4.2	Selection of Countermeasures	Accepted
	4.3	Legal Issues	Accepted
	4.4	Social and Economic Appraisals	Accepted
	4.5	Other Considerations	Accepted
5.	<b>Target Setting and Safety Performance Indicators</b>	Accepted	LTSR
	5.1	Setting Road Safety Targets	Accepted with amendments
	5.2	Safety Performance Indicators	Accepted
	5.2.1	<i>Casualty based indicators</i>	Accepted
	5.2.2	<i>Intermediate goals</i>	Accepted with amendments
6.	<b>Strategy and Action Plan Development</b>	Accepted with amendments	LTSR
7	<b>Implementation</b>	Accepted	LTSR

Section	Title	Queensland application	Dept contact*	
	7.1	Stakeholders	Accepted	LTSR
	7.2	Financing the Road Safety Strategy	Accepted	LTSR
	7.3	Implementation Plan	Accepted	LTSR
	7.4	Reporting	Accepted	LTSR
8.	<b>Monitoring and Evaluation</b>		Accepted	LTSR
	8.1	Monitoring Actions and Targets	Accepted	LTSR
	8.2	Process Evaluation	Accepted	LTSR
	8.3	Outcome Evaluation	Accepted	LTSR
	8.4	Responsibility for Monitoring and Evaluation	Accepted	LTSR
	8.5	Relation to other Austroads Material Dealing with Evaluation	Accepted	LTSR
9.	<b>Introduction to Risk Assessment and Risk Management</b>		Accepted	Safer Roads
	9.1	Definitions	Accepted	Safer Roads
	9.2	Principles of Risk Assessment and Risk Management	Accepted	Safer Roads
	9.3	Aims and Benefits of Risk Management	Accepted	Safer Roads
	9.4	Perception of Risk	Accepted	Safer Roads
	9.5	Barriers to the Introduction of Risk Management	Accepted	Safer Roads
10.	<b>Principles of Risk Assessment and Risk Management</b>		Accepted	Safer Roads
	10.1	Principles	Accepted	Safer Roads
	10.2	The Risk Management Process	Accepted	Safer Roads
	10.2.1	<i>Communication and consultation</i>	Accepted	Safer Roads
	10.2.2	<i>Scope, context and criteria</i>	Accepted	Safer Roads
	10.2.3	<i>Identify risks</i>	Accepted	Safer Roads
	10.2.4	<i>Analyse risks</i>	Accepted	Safer Roads
	10.2.5	<i>Evaluate risks</i>	Accepted	Safer Roads
	10.2.6	<i>Treat risks</i>	Accepted	Safer Roads
	10.2.7	<i>Monitor and review</i>	Accepted	Safer Roads
11.	<b>Establishing the Context</b>		Accepted	Safer Roads
	11.1	Road Trauma	Accepted	Safer Roads
	11.2	Legal Context	Accepted	Safer Roads
	11.2.1	<i>Australia</i>	Accepted	Safer Roads
	11.2.2	<i>New Zealand</i>	Accepted	Safer Roads
	11.3	Public Opinion	Accepted	Safer Roads

Section	Title	Queensland application	Dept contact*
12.	<b>Identifying Risks</b>	Accepted	Safer Roads
	12.1	Road Trauma	Safer Roads
	12.2	Legal Risk	Safer Roads
	12.3	Risk from Adverse Public Opinion	Safer Roads
13.	<b>Analysing Risks</b>	Accepted	Safer Roads
	13.1	Sources of Data	Safer Roads
	13.2	Quantitative Approaches	Safer Roads
	13.3	Qualitative and Semi-qualitative Analysis	Safer Roads
	13.4	Data Quality and Integration	Safer Roads
	13.5	Cost Effective Data Collection	Safer Roads
14.	<b>Evaluating and Prioritising Risks</b>	Accepted	Safer Roads
	14.1	Prioritising Risks	Safer Roads
	14.1.1	<i>Evaluation based on historic data</i>	Safer Roads
	14.1.2	<i>Evaluation where there is little historic data</i>	Safer Roads
	14.1.3	<i>Comparison between risk types</i>	Safer Roads
	14.2	Practical Examples	Safer Roads
15.	<b>The Treatment of Risk</b>	Accepted	Safer Roads
16.	<b>Monitoring and Review</b>	Accepted	Safer Roads
17.	<b>Risk Assessment and Management Case Studies</b>	Accepted	Safer Roads
	17.1	Victorian Safe System Transformation of Top 20 Roads	Safer Roads
	17.2	Queensland RISC Software Tool	Road Design
	17.2.1	<i>Hazard identification</i>	Road Design
	17.2.2	<i>Risk analysis</i>	Road Design
	17.2.3	<i>Assessment of remedial measures</i>	Road Design
	17.3	New South Wales Network Crash Rates	Safer Roads
	17.4	AusRAP – Road Protection Score	Safer Roads
	17.5	UK SafeNet	Safer Roads
	17.6	Main Roads WA CRASHtool	Safer Roads
17.7	ALCAM	Safer Roads	
18.	<b>Local Government Context</b>	Accepted	LTSR
	18.1	Local Government Road Safety and Community	Accepted with amendments
	18.2	Strategic Role of Local Government	Accepted with amendments
	18.3	Local Government's Duty of Care as a Road Authority	Accepted



Section	Title	Queensland application	Dept contact*
18.4	Direct Actions to Improve Road Safety through Councils' Operations	Accepted	LTSR
18.4.1	<i>Action as a road authority</i>	Accepted with amendments	LTSR
18.4.2	<i>Action as a planning authority</i>	Accepted	LTSR
18.4.3	<i>Action as an employer and fleet operator</i>	Accepted	LTSR
18.5	Local Government and Community Road Safety Programs in the Context of the Safe System	Accepted	LTSR
18.6	Objectives of Community Road Safety	Accepted	LTSR
18.7	Requirements for Sustainable Community Action	Accepted	LTSR
18.8	Strategic Partnership and Capacity Building	Accepted	LTSR
18.9	Capacity Building and Social Capital Formation	Accepted	LTSR
18.9.1	<i>The concepts</i>	Accepted	LTSR
18.9.2	<i>Application to social policy</i>	Accepted	LTSR
18.10	Resources for Implementing a Road Safety Plan	Accepted	LTSR
18.11	Sources of Funding	Accepted	LTSR
18.12	Mobilising Resources	Accepted	LTSR
18.13	Implementation	Accepted	LTSR
18.14	Monitoring, Evaluation and Review	Accepted	LTSR
18.14.1	<i>Process evaluation</i>	Accepted	LTSR
18.14.2	<i>Outcome evaluation and the challenge of small numbers</i>	Accepted	LTSR
18.14.3	<i>Assessment in the light of the full range of objectives</i>	Accepted	LTSR
18.14.4	<i>Program delivery outcomes</i>	Accepted	LTSR
18.14.5	<i>Human capital outcomes</i>	Accepted	LTSR
18.14.6	<i>Social capital outcomes</i>	Accepted	LTSR
18.14.7	<i>Social network analysis</i>	Accepted	LTSR
18.14.8	<i>Process evaluation</i>	Accepted	LTSR
18.14.9	<i>Towards a comprehensive evaluation process</i>	Accepted	LTSR
18.15	Review	Accepted	LTSR
18.16	Communication and Reporting	Accepted	LTSR
18.16.1	<i>Reports to council and to central authority</i>	Accepted	LTSR
18.16.2	<i>Communication with participants in the road safety program</i>	Accepted	LTSR

Section	Title	Queensland application	Dept contact*	
	18.16.3	<i>Communication with the general public</i>	Accepted	LTSR
	18.16.4	<i>Communication with other communities</i>	Accepted	LTSR
19.	<b>Regional and Remote Areas</b>	Accepted	Data Analysis	
	19.1	The Context	Accepted	Data Analysis
	19.1.1	<i>Defining regional and remote areas</i>	Accepted	Data Analysis
	19.1.2	<i>Crashes in regional and remote areas</i>	Accepted	Data Analysis
	19.1.3	<i>Crashes on regional and remote roads</i>	Accepted	Data Analysis
	19.1.4	<i>Casualties on regional and remote roads</i>	Accepted	Data Analysis
	19.1.5	<i>Summary of the regional and remote crash trends</i>	Accepted	Data Analysis
<b>References</b>				
<b>Appendices</b>				
A	Haddon Matrix Conceptual Basis for Countermeasure Development		Accepted	LTSR
B	Detail of METS Modelling Approach to Target Setting		Accepted	Data Analysis
C	Detail of Swedish system-wide method for modelling road trauma		Accepted	LTSR
D	Managing Risk Associated with Road Users		Accepted	LTSR
	D.1	Entry to the System	Accepted	LTSR
	D.1.1	<i>Fitness to drive</i>	Accepted	LTSR
	D.1.2	<i>Driving licences</i>	Accepted	LTSR
	D.1.3	<i>Licences for other vehicles</i>	Accepted	LTSR
	D.2	Removal from the System	Accepted	LTSR
	D.2.1	<i>Fitness to drive</i>	Accepted	LTSR
	D.2.2	<i>Serious and repeat offenders</i>	Accepted	LTSR
	D.3	Emerging Possibilities	Accepted	LTSR
	D.3.1	<i>Controlling access to the road system</i>	Accepted	LTSR
	D.3.2	<i>Eliminating possibilities for offending</i>	Accepted	LTSR
E	Data Sources		Accepted	Data Analysis
F	Qualitative and Semi-Qualitative Analysis			
	F.1	Risk Classification	Accepted with amendments	Safer Roads
	F.2	Fault and Success Trees	Accepted	Safer Roads
	F.3	Cause-consequence Diagram	Accepted	Safer Roads
G	Benefit Cost Analysis		Accepted	Safer Roads
H	Example Monitoring Databases		Accepted	Safer Roads
	H.1	New Zealand Crash Analysis System	Accepted	Safer Roads
	H.2	CMF Clearinghouse	Accepted	Safer Roads

Departmental contacts:

- Safer Roads, Safer Roads Infrastructure, Engineering and Technology, Transport and Main Roads email [saferroads@tmr.qld.gov.au](mailto:saferroads@tmr.qld.gov.au).
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## 1 Introduction

### Difference

Replace Table 1.1 with:

**Table 1.1 – Parts of the Guide to Road Safety**

Part	Title	Content
Part 1	Introduction and The Safe System	An overview of the Austroads <i>Guide to Road Safety</i> and the Safe System philosophy.
Part 2	Safe Roads	Guidance on assessing and treating roads to reduce the risk of fatal or serious injury crashes.
Part 3	Safe Speed	Guidance on the management of vehicle speeds for improved road safety.
Part 4	Safe People	Guidance on influencing behaviours for safe people and communities.
Part 5	Safe Vehicles	Guidance on safe vehicles and vehicle safety features.
Part 6	Road Safety Audit	Practical guidance on the procurement, management and implementation of road safety audits.
<b>Part 7</b>	<b>Road Safety Strategy and Management</b>	<b>Guidance on road safety strategies and road safety management.</b>

### 1.6 Guiding Principles

#### Difference

References to superseded national strategies and action plans shall be replaced with the current national strategies and action plans.

## 5 Target Setting and Safety Performance Indicators

### 5.1 Setting Road Safety Targets

#### Difference

References to superseded national strategies and action plans shall be replaced with the current national strategies and action plans.

## 5.2 Safety Performance Indicators

### 5.2.2 Intermediate goals

#### Difference

Replace Text Box 2: *Safety Performance Indicators (SPIs) from the Australian National Road Safety Strategy 2011–2021*) content with:

Text Box 2: *Safety Performance Indicators (SPIs) from the Australian National Road Safety Strategy 2021–2030*)

#### **Lag indicators**

- Number and rate per capita of road crash fatalities.
- Number and rate per capita of road crash serious injuries (measured against the national definition – admitted to hospital irrespective of length of stay).

#### **Lead indicators**

##### **Safe roads**

- Share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure.
- Share of travel on all national highways and on the high speed network ( $\geq 80$  km/h) covering 80% of travel recognised as 3 stars (or equivalent risk rating) or better.
- Share of road length on designated motorcycle routes with motorcycle-friendly crash barriers.
- Share of high pedestrian CBD / town centre areas under Movement and Place or equivalent approaches with posted speed limits  $\leq 40$  km/h.
- Share of roads in urban areas with a posted speed limit  $\geq 50$  km/h with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'.
- Share of signalised intersections with a speed limit  $< 70$  km/h.

##### **Safe vehicles**

- Share of light vehicle fleet that has an ANCAP 5 star rating within a six-year date stamp.

##### **Safe road use**

- Share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs.
- Share of vehicles at or below speed limit.
- Share of drivers and riders observed/photographed not using a mobile phone or device.
- Share of motor vehicle occupants wearing seatbelts.

## **6 Strategy and Action Plan Development**

### Difference

References to superseded national strategies and action plans shall be replaced with the current national strategies and action plans.

## **18 Local Government Context**

### **18.1 Local Government Road Safety and Community**

#### Difference

References to superseded national strategies and action plans shall be replaced with the current national strategies and action plans.

### **18.2 Strategic Role of Local Government**

#### Difference

Reference to superseded document references shall be replaced with the current document references.

### **18.4 Direct Actions to Improve Road Safety through Councils' Operations**

#### **18.4.1 Action as a road authority**

##### Difference

References to superseded national strategies and action plans shall be replaced with the current national strategies and action plans.

## **Appendix F – Qualitative and Semi-Qualitative Analysis**

### **F.1 Risk Classification**

#### Addition

Whilst this example is acceptable, where possible the preferred risk classification approach is that used in Austroads *Guide to Road Safety Part 6: Road Safety Audit* Section 10.5.1.

