

Recommendations from the Third Indigenous Road Safety Forum Broome, Western Australia, 23-25 October 2006

A forum convened by the Indigenous Road Safety Working Group

Introduction

The Australian Transport Safety Bureau, with assistance from the Office of Road Safety in Western Australia, convened the Third Indigenous Road Safety Forum from 23-25 October 2006 in Broome.

The Hon Jim Lloyd MP, Australian Government Minister for Local Government, Territories and Roads opened the forum on 24 October 2006. About sixty people from a range of professions in the health, safety, justice, community and education sectors attended the forum.

Forum delegates responded enthusiastically to the opportunity to work with and develop communication networks with other road safety stakeholders to identify further actions to improve road safety outcomes for Indigenous people.

In workshop discussions, delegates discussed issues identified by a previous forum in 2004 and recommendations of a research study *Australian Indigenous Road Safety – 2005 Update* commissioned by the Australian Government.

Workshop Topic	Facilitator
Improved statistics	Dr Rina Cercarelli, formerly of the Injury Research Centre, Western Australia
Unlicensed driving and community engagement	Mr Colin Edmonston, Centre for Accident Research and Road Safety, Queensland and Ms Kim O'Donnell from the Research Centre for Injury Studies, South Australia
Non-seat belt wearing and riding in open load spaces	Mrs Yvonne Helps, Research Centre for Injury Studies, SA and Emma Hawkes, Office of Road Safety, Western Australia
Drink driving and unsafe pedestrian behaviour	Ms Bev Steer, Australian Government Department of Health and Ageing
Sources of funding for countermeasures/initiatives	Mr Kevin Pettingill, Shire of Derby/West Kimberley, Western Australia
Evaluation of initiatives	Dr Soames Job, Roads and Traffic Authority, New South Wales.

The workshops resulted in a large number of recommended actions made. Early in 2007, the Indigenous Road Safety Working Group examined the actions and finalised the following recommendations.

Key focus areas

The Indigenous Road Safety Working Group will continue to focus on the following priority subject areas to help address and improve road safety outcomes for Indigenous Australians:

- Accuracy and usefulness of road trauma statistics
- Unlicensed driving
- Engagement of Indigenous communities
- Car restraint wearing
- Risky practices of riding in open load spaces of motor vehicles, drink driving and unsafe pedestrian behaviour

Recommended actions

Recommendations fall into three categories:

A. Actions for implementation by specified stakeholders:

- HealthInfoNet Indigenous Road Safety website resource
- Indigenous Road Safety Working Group
- Aboriginal people travelling well team, University of Flinders, South Australia

B. Best practice principles for application by a range of stakeholders including:

- Indigenous communities
- Federal, state and local government agencies with responsibilities for road safety, health, justice, correction, licensing, and education, community organisations and coordination of Indigenous services
- Researchers
- Automotive organisations
- Police
- Driver trainers

C. Issues for further consideration by the Indigenous Road Safety Working Group

A. Actions for implementation by specified stakeholders:

**- the HealthInfoNet Indigenous Road Safety website resource
(www.healthinfonet.ecu.edu.au/roadsafety)**

1. All jurisdictions with current Indigenous and/or remote licensing programs are to provide program overviews on the HealthInfoNet to facilitate sharing of lessons learned (including what worked and did not work). These overviews are to be updated annually to reflect current status and other logistical issues.
2. Initiatives and current programs, both at the community level and government programs relating to alcohol use and pedestrian behaviour, that are achieving positive outcomes should be documented for possible use in other locations. These initiatives, including behavioural change and engineering initiatives, should be published on the HealthInfoNet and discussed at the next indigenous road safety forum.
3. Evaluations should be released to the public and placed on the HealthInfoNet.
4. The existing information available on the HealthInfoNet service be expanded to include information on all available funding opportunities and examples of successful funding applications and outcomes.
5. In addition to the above action, consider providing a one-stop shop for all available Government or agency funding programs for indigenous road safety and for Indigenous people that includes advice on how to prepare a successful application. The information needs to be presented in common language to ensure understanding and success.

A. Actions for implementation by specified stakeholders:

- the Indigenous Road Safety Working Group

6. Letters of support to be sent to the Federated Chamber of Automotive Industries and the Australian Government Department of Transport and Regional Services requesting an acceleration of the introduction of seat belt reminder systems in new vehicles.
7. A task-group to consider the feasibility of updating the content of the video teaching resources “Corrugations to Highways” and “Aboriginal Seat Belt Campaign” with a view to producing a combined version in a DVD format. If the work is feasible, the task-group is to propose a production, marketing and funding plan. Task-group members to include representatives from:
 - Office of Road Safety, Western Australia (leader)
 - Australian Transport Safety Bureau
 - The Department of Transport, Energy and Infrastructure, South Australia
 - Charles Darwin University
 - RoadWise, the Western Australian Local Government Association's Community Road Safety Program
 - Department of Planning and Infrastructure, Northern Territory
 - Flinders University, South Australia
8. Fatal and other crash reports and statistical definitions be standardised across jurisdictions.

9. Recognise the importance of hospital road trauma data, but consider methods of improving the identification of Indigenous status.
10. Support exploration of data linkage using existing data sources (such as police, hospital, and death data).
11. Collect community level data, such as trialling community level surveys to look at broad transport safety issues.
12. Investigate what are appropriate road safety indicators for Indigenous road safety.

For example, as well as fatal and hospitalisation data for Indigenous and non-Indigenous people, consider indicators such as road safety behaviours, knowledge and attitudes, and infrastructure measures (roads and vehicle usage). Consider starting with a scoping project.

13. Monitor the availability and uptake of Indigenous road safety resources.
14. The Australian Transport Safety Bureau is to produce a statistical report to follow on from the *Profile of road safety Among Indigenous* Australians report produced for the 2006 forum including an update on restraints and open load space travel and a trend analysis for available years, on data for the whole of Australia and each jurisdiction.

A. Actions for implementation by specified stakeholders:

- Flinders University

15. The Aboriginal People Travelling Well (Flinders Uni, South Australia) project to document changes needed for existing South Australian Indigenous language seat restraint education materials (video, and to pursue funding to upgrade these). This action is also relevant to action 7.

B. Best practice principles for application by a range of stakeholders

16. Increase availability of diversionary programs for offenders charged with unlicensed driving and consistency in access and sentencing to such programs within jurisdictions.
17. Increase licence ownership among Aboriginal and Torres Strait Islander peoples throughout Australia by:
 - increasing communication and coordination across agencies and between agencies and communities (“connectedness”);
 - pooling and sharing of resources (including funding) and expertise to assist in the licensing process and related service delivery within organisations; and
 - potential to employ “cultural brokers” to link agencies, communities and resources. This process could be coordinated by Indigenous Coordination Centres (ICC). ICCs in all Australian jurisdictions have “solution brokers” to address community issues and coordinate relevant agencies/services.
18. Continue support, endorsement and delivery of comprehensive mobile driver/rider licensing programs that foster the broader development of Indigenous people (eg. employment opportunity focus). The Charles Darwin University Remote Licensing Program and the new Pilbara Iron Project (in partnership with WA Corrective Services) were identified as two promising programs that could potentially inform similar programs throughout Australia.

Key success factors identified included:

- teaching methods that align with proven Indigenous learning styles (ie. practical – “learning by doing”);
 - a strong focus on individual and community benefits associated with increased licence ownership;
 - a coordinated approach to evidence of identity requirements; and
 - ensuring that “knowledge training” is well advanced before testers visit communities (four months before field visits).
19. Increase community-based education in the following areas:
 - Importance of having an appropriate licence (increased employment prospects and associated financial ramifications, increased access to services, etc.);
 - Implications of not having an appropriate licence (getting booked by police and possible incarceration, increased crash risk);
 - The licensing process and the legal requirements/restrictions associated with different types of licences (‘L’ ⇔ ‘P’ ⇔ ‘O’);
 - What happens when you lose your licence (Can you get it back? How do you get it back?);
 - Driving and riding safely, in addition to road rules knowledge;
 - Buying a safe vehicle; and
 - Vehicle maintenance.

20. Increase utilisation of correctional and school settings and community, cultural and sporting events that are well-attended by Indigenous people as training and educational venues to achieve maximum outreach.
21. Explore alternative approaches to current requirements (birth certificates and other primary source documents) for establishing evidence of identity (EOI) through increased across agency communication and database linkages (eg. potential to cross-reference with Centrelink and Corrections databases). The process being used by Charles Darwin University should act as a reference point.
22. Support 'proactive policing' approaches to increasing Indigenous licensing (ie. police identifying unlicensed drivers/riders within communities and linking them to available licensing services as an alternative to punitive sentencing options).
23. To address local issues, develop communications' strategies targeting alcohol use and pedestrian behaviour that involve communities and other stakeholder networks.
24. Programs focusing on drink driving should be encouraged and supported at local and regional levels by local and state/territory governments and other stakeholders.
25. Jurisdictions to consider the sharing of educational resources when targeting drink driving among Indigenous people.
26. Adopt the following best practices for evaluation of initiatives:
 - Both process and outcome evaluations should be undertaken for projects and policies, where feasible.
 - Evaluations should be planned and costed into proposals.
 - Evaluations should involve and engage Indigenous people, but not require excessive resources from communities.
 - Previous evaluations should be used (critically) to select future projects and policies.
 - If feasible, the evaluation should be independent of the project and policy delivery.
 - Evaluations should aim to build capacity in the community.
 - Pre and post evaluation consultation should be undertaken, so communities are informed as to why programs continue, change, or are abandoned.
 - Null results should still be valued; they save wasted expenditure on unworkable projects and policies.
 - Baseline data should be collected and/or control sites identified where feasible.
 - Data should be as closely related to road safety outcomes as possible, eg. lives saved to crash reductions to assessment of relevant behaviour to usage surveys to qualitative responses.
 - The feasibility of combining small projects for overall evaluation should be examined.
27. The State and Territory jurisdictions to encourage cooperative partnerships as opportunities arise to share Indigenous-focussed advertising campaign(s) on the new Australian Road Rule regulations on seat belt use and the prohibition of open load space travel.
28. The State and Territory jurisdictions to promote safer behaviours through education, cooperative policing, and car design options.
29. Policing of car restraint use and open load space travel to be increased in communities, possibly including additional community patrols.

30. The State and Territory jurisdictions to encourage use of road safety educational materials for restraint use and open load space travel which are aimed at Indigenous audiences, have been developed by Indigenous people and can be translated into Aboriginal languages.
31. The following best practices be undertaken by all levels of government and within government departments, funding agencies, Indigenous communities and councils to ensure indigenous road safety is improved.
- Encourage optimism and goodwill from all parties to achieve goals.
 - Acknowledge the need for positive and strong advocacy for community needs.
 - Synergies between communities be used, particularly in relation to resource provision.
 - Responsibility of service providers and the resultant services to Indigenous communities be formally recognised.
 - Services to communities be coordinated.
 - Regional councils need a local perspective.
 - Share success stories/case studies to show communities what is achievable. Pilot projects are useful.
 - Data currently held by all agencies relating to indigenous road safety be made available to all prospective users and deficiencies within the available data be rectified.
 - Encourage advocacy to all levels of governments to consider where possible providing a direct service to Indigenous communities rather than a service via a competitive grant process.
 - Encourage advocacy to implement a system similar to the Indigenous Coordination Centre model where there is one funding application for several agencies.
 - Ensure there is a program of capacity building within Indigenous communities by providing training on how to develop successful funding applications.

C. Issues for further consideration by the Indigenous Road Safety Working Group

32. Through means that do not compromise road safety, explore alternative ways of providing adequate supervised training to restricted and novice drivers and riders to overcome existing logistical problems associated with the 'minimum hours driving experience' requirement in remote settings.
33. Through means that do not compromise road safety, provide for arrangements and flexibility pertaining to the enforcement and punishment of unlicensed driving to reflect that residents in remote areas have significantly less access to participation in all aspects of the licensing process.
34. Explore the possibility of trialling the effectiveness of an education campaign involving seat belt "buddies" in football team colours and dashboard reminder stickers. Consider promotion through the Qantas Australian Football League Indigenous Kickstart Camps, and by Indigenous players of all football codes.