

Third Action Plan 2014-2016





Message from the Minister

The Tasmanian Government takes road safety very seriously and has tasked the Department of State Growth and the Road Safety Advisory Council (RSAC) with investigating and implementing a number of initiatives that will help to reduce the number of crashes on Tasmanian roads.

Some of these initiatives include permitting L2 and P1 drivers to drive at 100 km/h on 110 km/h roads and at 90 km/h on 100 km/h roads, developing a strong marketing campaign which will promote respect and care between all road users, and reviewing motorcycle training and safety programs. It also includes installation of new warning signage on roads with heavy cyclist use and consideration of a minimum passing distance for cyclists if deemed to be practical and having regard to the specific nature of the Tasmanian road network.

Every day we hear about crashes on Tasmanian roads and we are provided with statistics that indicate far too many people are still being severely injured or killed on our roads. We know the cost of crashes to the Tasmanian community, both financial and emotional, is high. For those people who have personally been touched by road trauma, it is a life-changing experience.

We all use our roads on a regular basis, travelling for work, to school, on holidays or to visit family and friends, often taking our safety for granted. It is my firm belief that no Tasmanian should be killed or injured on our roads.

The Third Action Plan is the final plan under the current *Tasmanian Road Safety Strategy 2007-2016*. This Action Plan sets out a range of road safety measures for the next three years and gives us the best chance of tackling road safety in a proactive way.

The Tasmanian Government accepts responsibility for setting the strategic direction in road safety, but I also call on all Tasmanians to accept personal responsibility for their safety and for the safety of others. Although it's an ambitious target, together we should work towards achieving a zero road toll in Tasmania.

A handwritten signature in black ink, appearing to read 'R. Hidding', written in a cursive style.

Hon M. T. (Rene) Hidding
Minister for Infrastructure

Our vision

The Tasmanian Government and the Road Safety Advisory Council are committed to working towards **the elimination of fatalities and serious injuries caused by road trauma in Tasmania**. This vision for the future is long term, and is only achievable in incremental steps. It will not happen overnight, and it cannot happen without the commitment and support of all members of the Tasmanian community. This vision is set out in the *Tasmanian Road Safety Strategy 2007-2016* (the Strategy).

Our targets

The *Tasmanian Road Safety Strategy* includes a number of specific targets for road safety:

By 2010: a 20% reduction in serious injuries and fatalities from 2005.

By 2015: a 20% reduction in serious injuries and fatalities from 2010.

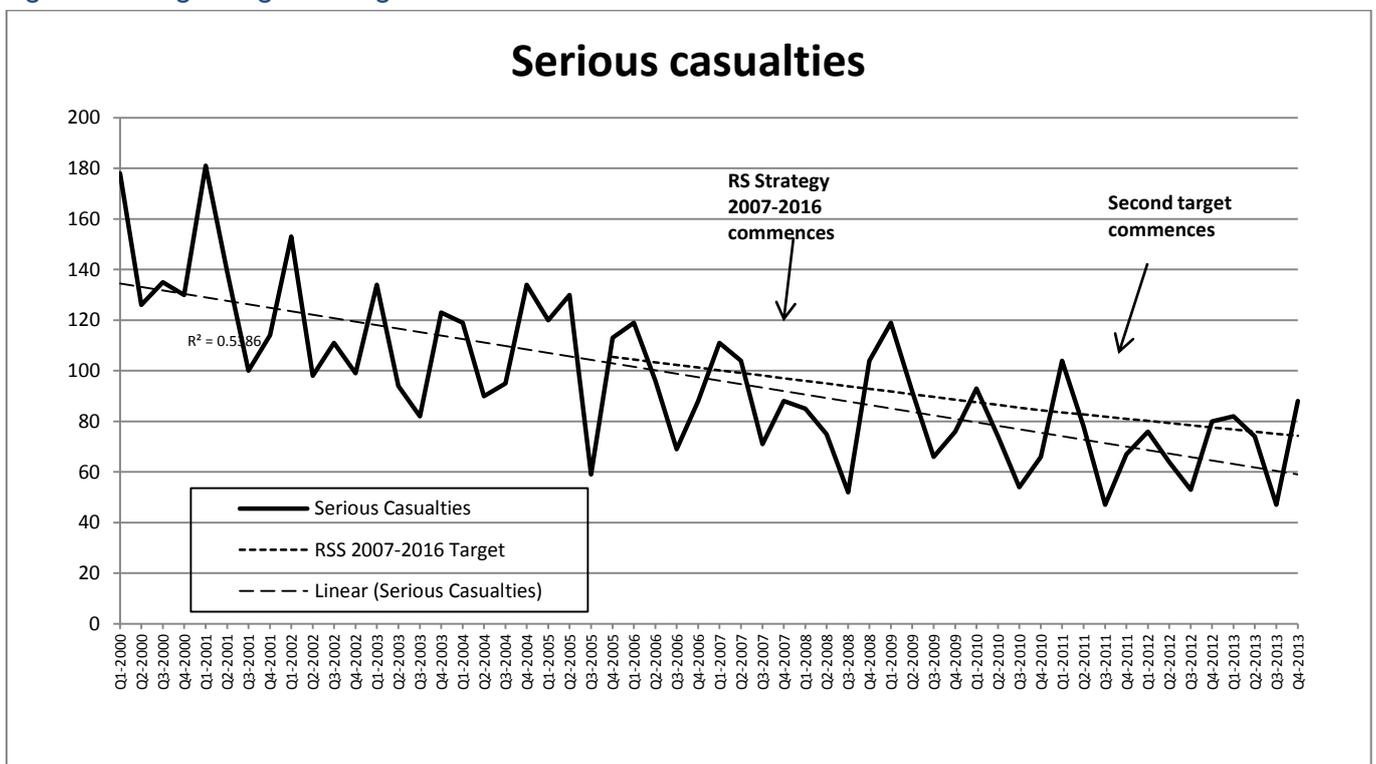
By 2020: a 20% reduction in serious injuries and fatalities from 2015.

Our achievements to date

Analysis of Tasmanian crash data reinforces that the Strategic Directions committed to under the Strategy remain the appropriate areas to focus on to improve road safety.

Tasmania is tracking ahead of the long-term target for road safety. The first target ‘by 2010: a 20% reduction in serious injuries and fatalities from 2005’ has been exceeded with a reduction of 32%. This Action Plan includes new initiatives to support meeting the second target of a further 20% reduction in serious casualties by 2015 (Figure 1).

Figure 1 – Progress against Target: Serious Casualties



Source: Crash Data Manager

While progress against our targets is encouraging, there are still areas where greater progress can be made. Table I shows a comparison of crash problem areas since the development of the key strategic directions, as well as the 10 year trend. In summary, it shows as a proportion:

- Run-off road crashes remain high;
- Speed, drink driving and inexperience as crash factors are increasing;
- Motorcycle crashes are increasing; and
- Overall serious casualties are decreasing.

Inexperience has increased significantly as both a proportion of reported crash factors and in terms of actual serious casualties.

Table I – Crash data analysis

Crash problem area	Serious casualties				Trend	
	2003-2007		2008-2012			
Crash type	No.	%	No.	%	Increase/ decrease (proportion)	Change in no. %
Run-off road	942	46%	698	46%	=	-26%
Intersection	151	7%	80	5%	- 2%	-47%
Head-on	399	20%	297	19%	- 1%	-26%
Behaviours						
Speed	680	33%	600	39%	+ 6%	-12%
Inattention	785	38%	415	27%	- 11%*	-47%
Inexperience	390	19%	480	31%	+ 12%	+ 23%
No seatbelts	226	11%	168	11%	=	-26%
Drink driving	419	21%	375	25%	+ 4%	-11%
Road user types						
Young drivers	727	36%	526	34%	- 2%	-28%
Motorcyclists	374	18%	340	22%	+ 4%	-9%
Pedestrians	185	9%	160	10%	+ 1%	-14%
Bicyclist	65	3.2%	46	3.0%	- 0.2%	-29%
Total	2039		1525			-514

* From 2011 inattention is only reported by police when it is the sole crash factor.

Strategic Directions

The *Tasmanian Road Safety Strategy 2007- 2016* provides strategic directions to support the achievement of Tasmania's targets for serious casualty reductions.

There are four key strategic directions outlined in the Strategy:

- Safer travel speeds;
- Best practice infrastructure;
- Increased safety for younger road users; and
- Enhanced vehicle safety.

Analysis of crash statistics since the beginning of the Strategy confirms that, while the percentage of serious casualties represented may have changed, the major problem areas remain the same. It is also important to consider the 10 year trend in these areas. Following this analysis it was determined that the strategic directions that were set when the Strategy was developed remain appropriate.

This Action Plan outlines key initiatives the Tasmanian Government is committed to implementing for the three year period 2014 - 2016. All initiatives support the achievement of the four strategic directions and address the crash problems identified in the Strategy.

Development of the Third Action Plan

The process to develop the Third Action Plan has been comprehensive and has included a review of:

- Tasmanian crash statistics and trends;
- National Road Safety Strategy commitments;
- An environmental scan of best practice initiatives in other jurisdictions, including national and international research findings;
- Consideration of emerging issues in the Tasmanian environment;
- A review of Second Action Plan initiatives;
- Consideration of outcomes from the National Road Safety Forum and Cycling Roundtable;
- Stakeholder consultation within the former Department of Infrastructure, Energy and Resources and with Road Safety Advisory Council member organisations;
- New Tasmanian Government commitments; and
- Establishment of stakeholder working groups to determine priorities for cycling and motorcycle safety initiatives.

At its 28 January 2014 Strategic Planning Workshop, RSAC prioritised a list of potential initiatives to determine those measures most effective in reducing serious casualty crashes in Tasmania. Priority was given to evidence-based measures and a major focus of the Action Plan is vulnerable road users such as cyclists, motorcyclists and pedestrians.

Initiatives are funded, in the main, through the road safety levy which raises approximately \$13 million per year and can only be expended on road safety initiatives.

Safe System approach

Guided by the *National Road Safety Strategy*, Tasmania has adopted the internationally recognised, best practice Safe System approach to road safety.

The ultimate vision of the Safe System approach is to create a forgiving road system so that no one will be killed or seriously injured as a result of errors while using our roads.

The approach recognises:

- people make mistakes and crashes will continue to occur;
- the human body is frail and can only withstand a certain level of force before sustaining serious injuries; and
- the road environment should be forgiving so that the forces in crashes do not exceed the limits of human tolerance.

In order to achieve a Safe System, the approach recognises the need for holistic consideration of the road network.

A Safe System includes four cornerstones (Figure 2).

Figure 2 – Safe System



The *Tasmanian Road Safety Strategy* aims to achieve a safe system, with the ultimate goal of zero deaths and serious injuries as a result of road crashes. The road safety projects and initiatives outlined in the *Third Action Plan* have been developed to ensure a holistic approach to reducing road trauma in Tasmania.

Safer road users

As part of the Safe Systems approach to road safety we seek to facilitate the learning and development of safer drivers on our roads. Safer road users have the capacity to engage safely and responsibly in our road network and environment. The community has a major role to play in improving the safety of our roads.

Safer roads and roadsides

As part of the Safe Systems approach to road safety we seek to create safer roads and roadsides that are more forgiving of human error. Improving infrastructure is effective in preventing crashes and in reducing the impact of a crash, should it occur.

Safer vehicles

As part of the Safe Systems approach to road safety we support and encourage the use of advanced vehicle technologies and safety features that help to prevent crashes and minimise the impact to occupants and pedestrians should a crash occur.

Safer speeds

As part of the Safe Systems approach to road safety we seek to set speed limits on our roads that are appropriate for the conditions and road environment.

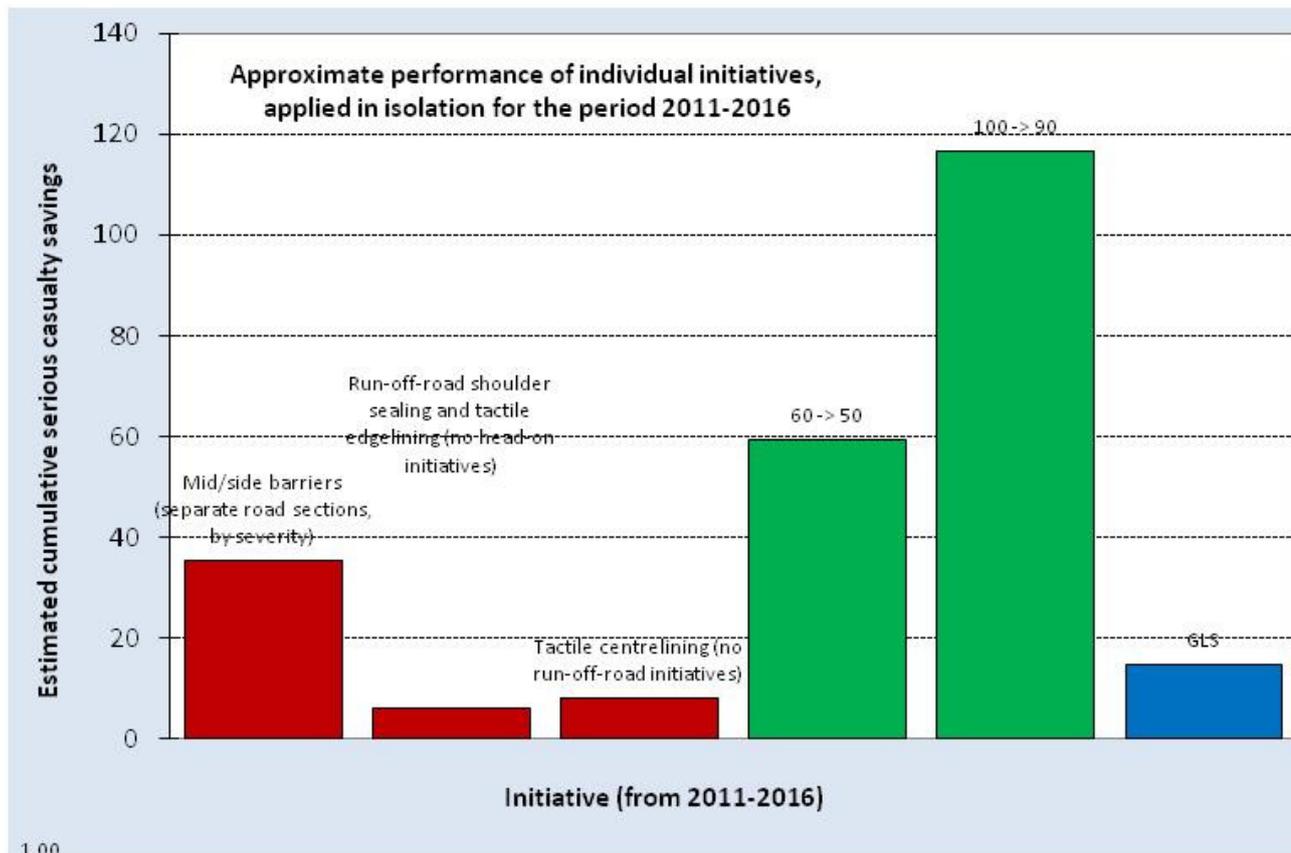
How we will maximise the benefits of our investment

Tasmania has limited resources to invest in road safety, increasing the importance of getting the greatest road safety benefits from every dollar we spend. We are fortunate to have the road safety levy to provide a dedicated source of funds to implement actions under the Strategy; however this must be directed to those initiatives with the greatest potential to reduce serious casualties either directly or by facilitating changes.

During the development of the Second Action Plan, an independent road safety expert body was commissioned to evaluate, assess and recommend the most effective range of measures to improve road safety in Tasmania. This independent evaluation clearly demonstrated that the greatest reductions in serious casualties on Tasmanian roads will come from strategic investments in road and roadside infrastructure to prevent run-off-road and head-on crashes together with speed reductions on the open road and in built up areas.

The following chart (Figure 3) demonstrates the relative effectiveness of different road safety interventions over the remaining life of the Strategy. The benefits from infrastructure and speed reductions are cumulative and continue to deliver casualty savings long after the initiative has been implemented.

Figure 3 – Performance of individual initiatives, applied for 2011-2016



Source: MUARC Independent Evaluation of Proposed Initiatives

Note: GLS is the Graduated Licensing System

These priorities continue to be addressed through this Action Plan.

In recognition of the long term and lasting benefits that come from investment in infrastructure safety treatments, three quarters of funding from the road safety levy is to be spent on infrastructure. Installation of safety barriers, shoulder sealing and enhanced delineation will continue to be a focus of the Action Plan. High risk crash locations will be identified and projects, such as the 2 Plus 1 treatments implemented on the Midland Highway, will be undertaken.

Speed will also remain a focus of this Action Plan. To ensure compliance and credibility, speed limits need to be set at an appropriate level for the nature and function of the road.

The Department of State Growth will continue to work with councils and local communities to determine appropriate speed limits on high risk rural roads. Along with effective speed management practices, appropriate enforcement will continue to ensure compliance with the speed limit. Other strategies have also been identified to address the ongoing issue of speed.

Strategic Direction I – Safer travel speeds

What we know about travel speed and road safety:

- The faster a vehicle travels the more likely it is a crash will occur and the more severe any injuries sustained will be.
- Speeds just 5 km/h above the speed limit in 60 km/h zones and above are sufficient to double the risk of a crash occurring where an injury is likely.
- Speed is the most critical factor in determining the forces the human body is exposed to in the event of a collision.

What we have learned from research and best practice:

- Reducing vehicle speed results in a reduction in crashes and the severity of injuries sustained in a crash.
- Reducing average travel speed by 1 km/h can result in at least a 3% reduction in crashes.

What our statistics are telling us:

- From 2009-2013, speed contributed to 39% of all serious casualties in Tasmania (involved in 580 of 1498 serious casualties).
- Speed continues to be one of the major contributing factors to serious casualties. It is increasing as a crash factor and is above the targeted reductions. Regardless of the cause of crashes, speed is an aggravating risk factor for all crash types, affecting the chance and outcome of all crashes.

Priority actions we will undertake in 2014-16

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Safer rural travel speeds - a longer-term approach to achieving lower rural speed limits	Continue to work with councils to achieve appropriate rural speed limits where roads do not meet the Tasmanian criteria for 100 km/h roads and have a high crash risk.	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> • Safer vehicle speeds. • Reduction in serious casualties on Tasmania's rural roads. 	2-3
Enforcement	Continue Police enforcement of speed limits through a mix of visible and covert operations.	Police enforcement is an essential component of all road safety regulatory initiatives.	<ul style="list-style-type: none"> • Increased compliance with speed limits, resulting in reduced serious casualties. • Reduction in vehicle speeds. 	Ongoing
Targeted police enforcement of rural speed limits	Increasing targeted police enforcement of rural speed limits in high crash locations.	Research demonstrates enforcement is an essential component to support compliance with road safety regulations, including speed limits.	<ul style="list-style-type: none"> • Increased compliance with speed limits, resulting in a reduction in serious casualties on rural roads. 	1-3
Expanded police enforcement using fixed speed cameras	Enforcing speed limits through fixed speed cameras at high crash locations.	Research demonstrates enforcement is an essential component to support compliance with road safety regulations.	<ul style="list-style-type: none"> • Increased compliance with speed limits, resulting in a reduction in serious casualties at high risk locations. 	1-3
Public education	Through the Road Safety Advisory Council, continue to raise awareness of risks of increased vehicle speeds and speeding.	Awareness of the risks of speeding is essential to enable people to make decisions about adopting safer travel speeds.	<ul style="list-style-type: none"> • Greater understanding of the impact of speed and the relationship between speed and injury outcome. • Reduced travel speeds. • Behavioural change leading to a reduction in serious casualties. 	Ongoing
Minimise speed limit changes over short distances	Continue to minimise frequent speed limit changes.	Reducing speed limit changes over short distances simplifies the system and increases compliance.	<ul style="list-style-type: none"> • Safer vehicle speeds. 	Ongoing

Additional actions we may undertake

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Continue to implement Variable Speed Limits (VSL) and weather and time based speed limit signs at appropriate locations	VSL technology provides a lower speed limit during peak periods and/or poor weather conditions.	Lower travel speeds provide the driver/rider with more time to adjust to traffic/ weather conditions.	<ul style="list-style-type: none"> Reduced risk of serious casualties through application of a speed limit more appropriate to traffic/weather conditions. 	I-3
Encourage reduced speed limits on 60 km/h roads	Encourage and facilitate councils reducing speed limits to 50 km/h on remaining 60 km/h roads.	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> Safer vehicle speeds lead to a reduction in serious casualties. 	Ongoing

Strategic Direction 2 – Best practice infrastructure

What we know about infrastructure and road safety:

- Appropriate infrastructure is essential for a safe road environment, particularly on high-speed routes with high traffic volumes.
- In Tasmania, most of the crashes that lead to serious injuries and fatalities are run-off-road crashes and head-on crashes.
- There are numerous proven infrastructure measures available to target the high-risk areas that are a priority in Tasmania.

What we have learned from research and best practice:

- It should be assumed that people will make mistakes in the road environment and that crashes will occur.
- Where possible, roads should be equipped with infrastructure that protects vehicle occupants from exposure to forces that will cause them serious injury in the event of a crash.

What our statistics are telling us:

- Infrastructure treatments that have been made to intersections are delivering benefits with intersection crashes now accounting for a significantly lower proportion of serious casualties than in previous years.
- In the last five years run-off-road and head-on crashes account for 62% of all serious casualty crashes (795 of 1278).
- While these two crash types continue to be major contributors to serious casualties, infrastructure works to date are achieving a longer term reduction in these crashes and will continue to deliver ongoing crash savings in the future.

Priority actions we will undertake in 2014-16

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Improve star ratings of Tasmanian highways	Based on AusRAP Star ratings, improve the star ratings of Tasmanian Highways, with the Midland Highway as the priority project.	Higher rated highways are safest to travel on at higher speeds. Lowering the percentage of 1 and 2 rated highways in Tasmania.	<ul style="list-style-type: none"> Reduction in serious casualties through the provision of safer highways. 	1-3
Continue best practice infrastructure projects (eg. barriers, sealing)	Complete existing projects targeting high risk locations with treatments such as flexible safety barriers.	Research indicates that flexible barriers are the best performer in targeting run-off-road and head-on crashes.	<ul style="list-style-type: none"> Reduction in serious casualties through the provision of safer infrastructure. 	1-2
Safe System – mid barriers	Install flexible barriers in the middle of roads to separate oncoming traffic. Implement on sections of the road network with the highest crash concentrations per kilometre.	Flexible barrier systems have been shown to reduce serious head-on crashes by 85 to 90 per cent. Complies with a Safe System approach.	<ul style="list-style-type: none"> Reduction in head-on crashes at high risk, high traffic volume locations. 	1-3
Safe System – side barriers	Install flexible barriers on the side of roads to stop errant vehicles and protect from roadside hazards. Implement on sections of the road network with the highest crash concentrations per kilometre.	Flexible barrier systems have been shown to reduce run-off-road crashes by 85 to 90 per cent. Complies with a Safe System approach.	<ul style="list-style-type: none"> Reduction in run-off-road crashes at high risk, high traffic volume locations. 	1-3
Tactile centre – line marking	Apply tactile (audible) centre-line marking on roads that are not suitable for installation of mid-barriers.	Research shows that tactile centre-line marking can reduce head-on crashes by 15 per cent.	<ul style="list-style-type: none"> Reduction in head-on crashes where barriers not appropriate. 	1-3
Enhanced delineation	Enhance delineation, including further roll out of audio tactile line marking on high volume roads and identify and trial innovative safety treatments to increase visibility of road markings in heavy rain. Improve both the performance and life of line markings on local roads by using materials such as thermoplastic markings and raised reflective road pavement markers.	Optimising the safety performance of road markings on local roads is the most cost effective road safety treatment available. A reduction in crashes up to 15 per cent with a reduction in run-off-road crashes of up to 30 per cent with the provision of edge lines.	<ul style="list-style-type: none"> Improved visibility at night and in the wet. 	Ongoing
Vulnerable road user Program	Support local government to improve the safety of vulnerable road users by minimising the opportunities for conflict between them and motor vehicles.	Pedestrians, motorcyclists and cyclists are vulnerable in the road environment.	<ul style="list-style-type: none"> Reduced risk of conflict between vulnerable road users and vehicles. Reduction in serious casualties for vulnerable road users. 	1-3

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Continue consideration of vulnerable road users in implementing infrastructure treatments	Continue the Department of State Growth policy to consider the impact of infrastructure treatments on vulnerable road users.	Pedestrians, motorcyclists and cyclists are vulnerable in the road environment.	<ul style="list-style-type: none"> • Reduced risk of conflict between vulnerable road users and vehicles. • Reduction in serious casualties for vulnerable road users. 	Ongoing
Motorcycle safety package – infrastructure treatments	Undertake appropriate motorcycle safety infrastructure treatments targeting roads or routes with high motorcycle crashes or popular routes with high crash potential, with a particular focus on the Great Eastern Drive.	Motorcyclists are vulnerable in the road environment and over represented in serious casualty statistics.	<ul style="list-style-type: none"> • Reduction in serious casualties for motorcycle riders. 	1-3
Signage for popular cyclist roads	Install signage to warn motorists of heavy cyclist use on popular cycling routes.	Cyclists are vulnerable in the road environment.	<ul style="list-style-type: none"> • Reduced risk of conflict between vulnerable road users and vehicles. • Reduction in serious casualties for vulnerable road users. 	1
Promote Safe System approach in road design	Work with road design professionals, including local government engineers and planners, to make Safe Systems the standard approach when designing new road construction or improvements.	A Safe System road allows for driver error without resulting in loss of life or serious injury.	<ul style="list-style-type: none"> • Improved knowledge in regard to the benefits of adopting a safe system approach. • New road projects and road improvements will be the safest possible. 	1-2

Strategic Direction 3 – Increased safety for young road users

What we know about young road users and road safety:

- Young drivers are particularly at risk during the first year of unsupervised driving and when carrying passengers.
- Young drivers have an elevated risk of crashing when driving at night.
- Young road users aged 16-25 years were the largest group of road user serious casualties in Tasmania during 2009-2013, accounting for 28% of serious casualties (410 of 1498).

What we have learned from research and best practice:

- The learner period (which is supervised by a fully qualified driver) is the safest period for a young driver to gain experience. The more experience a learner driver can gain under supervision, the better as they are exposed to a wider range of driving conditions. Between 80 and 120 hours of supervised driving is recommended.
- Limiting young drivers' exposure to high risk situations is likely to result in a reduction in serious casualties for young drivers.

What our statistics are telling us:

- The Strategy to address young road users continues to be justified on the basis of their over-representation in serious casualties.
- While young drivers continue to be over-represented in crash statistics, the number of serious casualties is declining.

Priority actions we will undertake in 2014-16

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Investigate further changes to the Graduated Licensing System (GLS)	Through a policy review, investigate further changes to the GLS to improve young driver safety.	Evaluated GLS schemes have shown improvement in the safety of young drivers. Removing unnecessary road blocks and providing a more positive, efficient path through the licensing process will reduce the incidence of unlicensed driving in Tasmania.	<ul style="list-style-type: none"> • An investigation into the elements implemented in other jurisdictions and their application in Tasmania including the benefits and social implications, will inform future policy development in this area. • Reductions in serious casualties for young road users. 	1-3
Increase speed limits for L2 and P1 drivers.	Remove the 80 km/h speed restriction for L2 and P1 drivers to allow young drivers to drive at 100 km/h in 110 km/h speed zones and at 90 km/h in 100kmh speed zones	Increasing the speed at which L2 and P1 drivers can drive will bring Tasmania closer in line with other jurisdictions and allow learner drivers to gain experience driving at higher speeds whilst under supervision. It will also reduce the speed differential between L2, P1 and fully licensed drivers.	<ul style="list-style-type: none"> • Increasing the speed at which L2 and P1 drivers can drive will allow them to gain experience in driving at higher speeds during the learner phase under supervision and better prepare them for driving solo. 	1-2
Implement changes to GLS subject to outcomes of the policy review	Implement recommended changes to the GLS, subject to outcomes of the policy review and government consideration.	Evaluated GLS schemes have shown improvement in the safety of young drivers. Tasmania's GLS does not contain all elements of those in other jurisdictions.	<ul style="list-style-type: none"> • An investigation into the elements implemented in other jurisdictions and their application in Tasmania including the benefits and social implications, will inform future policy development in this area. • Reductions in serious casualties for young road users. 	2-3
Driver Mentoring Tasmania and Learner Driver Mentor Program (LDMP) Funding	Continue support of Driver Mentoring Tasmania and the Learner Driver Mentor Programs which assist people unable to access a supervisory driver and/or a vehicle to achieve the required 50 hours of supervised on-road driving experience. Provide funding to community organisations to establish, consolidate or expand LDMPs.	Supporting disadvantaged young people to enter the licensing system reduces the risk of unlicensed driving.	<ul style="list-style-type: none"> • Reduction in the incidence of unlicensed and unsupervised driving by young people. • Support for learner drivers to obtain the required number of supervised driving hours. • Reductions in serious casualties for young road users. 	1-3

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Road Safety Education in Secondary Schools	Continue to support and promote the delivery of Road Safety Education courses and school safety programs aligned to the Department of Education's (DOE) Road Safety Education Framework for year 10 students in all Tasmanian state schools.	Awareness of the safety risks of inappropriate driving behaviours is essential to enable young drivers to make decisions about adopting safer travel speeds and driving practices.	<ul style="list-style-type: none"> • Increased awareness among young people of the risks of increased vehicle speeds, drink driving and failure to wear restraints. • Increased compliance. • Reductions in serious casualties for young road users. 	Ongoing
Provision of the RYDA program in secondary schools as a complementary initiative to a program aligned to the Department of Education's Road Safety Education Framework	Provide funding to support the provision of the Rotary Young Driver Awareness (RYDA) Program in secondary schools.	Awareness of the safety risks of inappropriate driving behaviours is essential to enable young drivers to make decisions about adopting safer travel speeds and driving practices.	<ul style="list-style-type: none"> • Increased awareness among young people of the risks of increased vehicle speeds, drink driving and failure to wear restraints. • Increased compliance. • Reductions in serious casualties for young road users. 	1-3

Strategic Direction 4 – Enhanced vehicle safety

What we know about vehicle safety and road safety:

- Increasing the safety features in vehicles dramatically improves their crashworthiness, potentially reducing the effects of road trauma.
- Improving fleet safety in large organisations is a highly cost-effective way to improve the inherent safety of the vehicle fleet.
- Tasmania has one of the oldest car fleets in Australia. Consequently, the Tasmanian community is not currently experiencing the benefits of enhanced safety features available in many new vehicles.

What we have learned from research and best practice:

- In the long term, improving fleet safety offers significant benefits to the broader community as many vehicles originally sold as government/business fleet vehicles are later passed on to other road users through the second hand car market.
- Research suggests that if everyone drove the safest car in each vehicle class (small, medium, large) road trauma involving light passenger vehicles could be reduced by 26 per cent.

Priority Actions We will undertake in 2014-16

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Review mandatory safety standards for Government vehicles	Review mandatory safety standards introduced in 2013 for government vehicles, particularly for light commercial vehicles.	Research suggests that if everyone drove the safest car in each class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> • If enhanced safety standard accepted, safety of Tasmanian second hand vehicles will be improved. • Enhanced workplace safety. 	3
Improving crashworthiness and roadworthiness campaign	Continue to improve crashworthiness and roadworthiness in Tasmania through public education about choosing safer vehicles and maintaining vehicles. As stage 1 focused on all drivers and young drivers specifically, stage 2 will focus on older drivers.	As above. Older drivers are particularly vulnerable due to their increased fragility.	<ul style="list-style-type: none"> • Increased consumer awareness of importance of vehicle safety features. • Improved consumer decision making when purchasing a vehicle. • Greater uptake of vehicle safety features in Tasmanian vehicle fleet. • Better maintained vehicles in Tasmania. • Increased safety for older drivers. 	2
Support for the Australian New Car Assessment Program (ANCAP)	Continue participation as a member of the ANCAP program, which tests the overall crashworthiness of new vehicles.	As above.	<ul style="list-style-type: none"> • Increased consumer awareness of importance of vehicle safety features. • Improved consumer decision making when purchasing a vehicle. • Greater uptake of vehicle safety features in Tasmanian vehicle fleet. 	Ongoing

Additional Actions We May Undertake

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Develop and promote light vehicle fleet safety guidelines for commercial fleets	Develop model fleet purchase guidelines that can be promoted for adoption within the commercial sector.	Research suggests that if everyone drove the safest car in each class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> • If enhanced safety standard accepted, safety of second hand vehicles in Tasmania will be improved. • Enhanced workplace safety. 	3

Other complementary initiatives

- These initiatives are in addition to, but supportive of, the Strategic Direction of the Tasmanian Road Safety Strategy 2007-2016.

Priority actions we will undertake in 2014-16

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Mandatory Alcohol Interlock Program Review (MAIP)	Review and evaluate the mandatory alcohol interlock program for serious and repeat drink-driving offenders.	Drink driving is a significant contributing factor for serious casualties in Tasmania.	<ul style="list-style-type: none"> • Increased compliance with drink drive regulations. • Behavioural change amongst drink drivers to ensure the separation of the driving task and consumption of alcohol. 	1
Mandatory Alcohol Interlock Program implementation support	Support for implementation of the MAIP.	Drink driving is a significant contributing factor for serious casualties in Tasmania.	<ul style="list-style-type: none"> • Increased compliance with drink drive regulations. • Behavioural change amongst drink drivers to ensure the separation of the driving task and consumption of alcohol. 	1-3
Cycling safety package	Review, evaluate, prioritise and implement cycling safety initiatives, including infrastructure, education, legislation and behavioural change programs.	Cyclists are vulnerable in the road environment.	<ul style="list-style-type: none"> • Increased acceptance and respect between road users. • Reduction in cyclist serious casualty crashes. 	1-3
Motorcycle safety package – training and safety programs	Public education to promote motorcycle safety and review of training and safety programs for motorcyclists. As part of the package infrastructure treatments will also be undertaken. Refer to motorcycle safety – infrastructure treatments.	Motorcyclists are vulnerable in the road environment and over represented in serious casualty statistics.	<ul style="list-style-type: none"> • Increased acceptance and respect between road users. • Reduction in motorcyclist serious casualty crashes. 	1-3
Pedestrian safety package	Develop a pedestrian safety package, including infrastructure treatments, investigation and trialling of new traffic signal technologies, speed management and education.	Pedestrians are vulnerable in the road environment.	<ul style="list-style-type: none"> • Increased acceptance and respect between road users. • Reduction in serious casualties involving pedestrians. 	2-3
Encourage safer and more considerate road sharing among drivers and vulnerable road users	Increase awareness of the vulnerability of motorcyclists, pedestrians and cyclists and encourage safer and more considerate road sharing among drivers and vulnerable road users.	All road users must share the road. Pedestrians, cyclists and motorcyclists are vulnerable in the road environment.	<ul style="list-style-type: none"> • Increased acceptance and respect between road users, leading to a reduction in casualty crashes. • Reduction in serious casualties for vulnerable road users. 	1-2

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Address inattention and distraction as a crash factor.	Continue to raise awareness of inattention and distraction as a crash factor through public education, continue enforcement activity targeting inattention and maintain a watching brief on the Australian Naturalistic Driving Study being undertaken in NSW.	Inattention has been one of the highest reported crash factors. Concerns remain about the levels of driver distraction.	<ul style="list-style-type: none"> • Better understanding of inattention as a crash factor can lead to better measures to address it. • Enforcement of inattention will lead to greater compliance with Road Rules. • Raising awareness about the dangers of inattention and distraction may lead to reductions in high-risk road user behaviours. 	1-3
Public education	Through the Road Safety Advisory Council, continue to target high risk road user groups and behaviours through education campaigns	<p>Safer road users are a key part of a Safe System.</p> <p>Encouraging safer road user behaviours and educating road users enables better decision making by drivers and riders.</p>	<ul style="list-style-type: none"> • Improved road user behaviour. • Potential reductions in serious casualties. 	Ongoing
Enforcement	Continue Police enforcement of all road rules and road safety laws.	Research demonstrates enforcement is an essential component of all road safety initiatives.	<ul style="list-style-type: none"> • Increased general road rule compliance. • Continued reduction in serious casualties. 	Ongoing
School bus safety	Continue the Stop Look Listen Think school bus safety campaign.	Encouraging safer behaviours and educating children enables better decision making by school children using school buses.	<ul style="list-style-type: none"> • Increased awareness of school bus safety. 	1-3
Community Road Safety Partnerships (CRSP) program	Continue the Community Road Safety Partnerships between the Department of State Growth and 29 local Councils.	Community Road Safety Partnerships foster community involvement in the road safety effort and helps raise awareness of road safety issues at the local level and better equip the community to adopt safer driving behaviours.	<ul style="list-style-type: none"> • Increased community involvement in road safety and awareness of road safety issues and effective road safety practices. • Increased two-way communication and understanding of road safety issues. • Possible reduction in high-risk road user behaviours. 	Ongoing
CRSP awards	Recognise the achievements of CRSP groups on a triennial basis.	CRSPs foster community involvement in the road safety effort and helps raise awareness of road safety issues at the local level and better equip the community to adopt safer driving behaviours.	<ul style="list-style-type: none"> • Recognition and promotion of community involvement in road safety. 	3

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Development of the new Tasmanian Road Safety Strategy 2017-2026	Review and analyse crash data and develop a new 10 year strategy for road safety in Tasmania.	The ultimate goal of a safe system is zero death or injuries as a result of road crashes.	<ul style="list-style-type: none"> • Provides strategic direction for road safety in Tasmania. • Reductions in serious casualties. 	1-3
Support for the RSAC and Tasmanian Road Safety Strategy projects	Continue support for the Road Safety Advisory Council (RSAC) and for oversight of projects implemented under the Tasmanian Road Safety Strategy.	Key road safety stakeholders making evidence-based recommendations and providing policy advice to the Tasmanian Government about road safety in Tasmania.	<ul style="list-style-type: none"> • Continue to provide strategic direction for road safety projects in Tasmania. • Working towards a goal of zero deaths and injuries from road crashes. 	Ongoing

Additional actions we may undertake

Action	Description	Safety rationale	What this action will achieve	Target Year for implementation
Corporate Responsibility for road safety-government	Encourage government to introduce safe driving policies as part of the workplace safety program.	Behavioural change programs promote safer driving.	<ul style="list-style-type: none"> Enhanced workplace safety. Behavioural change programs promote safer driving and lead to a reduction in serious casualties. 	2
Corporate responsibility for road safety - private sector	Encourage private companies to introduce safe driving policies as part of the workplace safety program.	Behavioural change programs promote safer driving.	<ul style="list-style-type: none"> Enhanced workplace safety. Behavioural change programs promote safer driving and lead to a reduction in serious casualties. 	3
Enhanced collection of traffic and crash data	Improve traffic and crash data collection and reporting to help support future policy development and evaluation. To include cycling data where appropriate and possible.	<p>Measures of traffic volumes, vehicle types and vehicle speed are important safety performance tools.</p> <p>Collection of comprehensive serious injury and fatality crash data are important tools for the development of road safety policy.</p>	<ul style="list-style-type: none"> Better traffic data will allow better analysis of potential road safety initiatives and evaluation of those implemented. 	1-3
Investigate a one-network approach using the established CRSP network	Investigate the applicability of the one-network approach with CRSP networks to create a strategic, coordinated approach to road safety between State and local jurisdictions. Create community plans based on Safe System principles which encompass road design, engineering, enforcement, education and community development.	<p>CRSP foster community involvement in the road safety effort and helps raise awareness of road safety issues at the local level and better equip the community to adopt safer driving behaviours.</p> <p>The safe system approach provides a holistic approach to reducing road trauma on the road network.</p>	<ul style="list-style-type: none"> Increased community involvement in road safety and awareness of road safety issues and effective road safety practices. Increased two-way communication and understanding of road safety issues. Possible reduction in high-risk road user behaviours. 	2-3



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