

Towards Zero Action Plan 2020–2024

Quarterly Progress Report to RSAC as at 30 September 2021

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Progress on meeting Towards Zero Strategy targets

The key interim target for the Towards Zero – Tasmanian Road Safety Strategy 2017-2026 (Towards Zero Strategy) is to reduce the number of annual serious injuries and deaths on Tasmanian roads to fewer than 200 by 2026. This is an ambitious target of 100 fewer serious casualties per year than for the period 2012-2016 (annual average) and will move us towards the long-term goal of zero serious casualties on Tasmanian roads.

Serious Casualties

The number of serious casualties in 2020 was 327^a, compared to 278 in 2019, a 17.6 per cent increase. The 2020 figure of 327 is a 6.2 per cent increase on the five year serious casualty average of 308 (2015-2019).

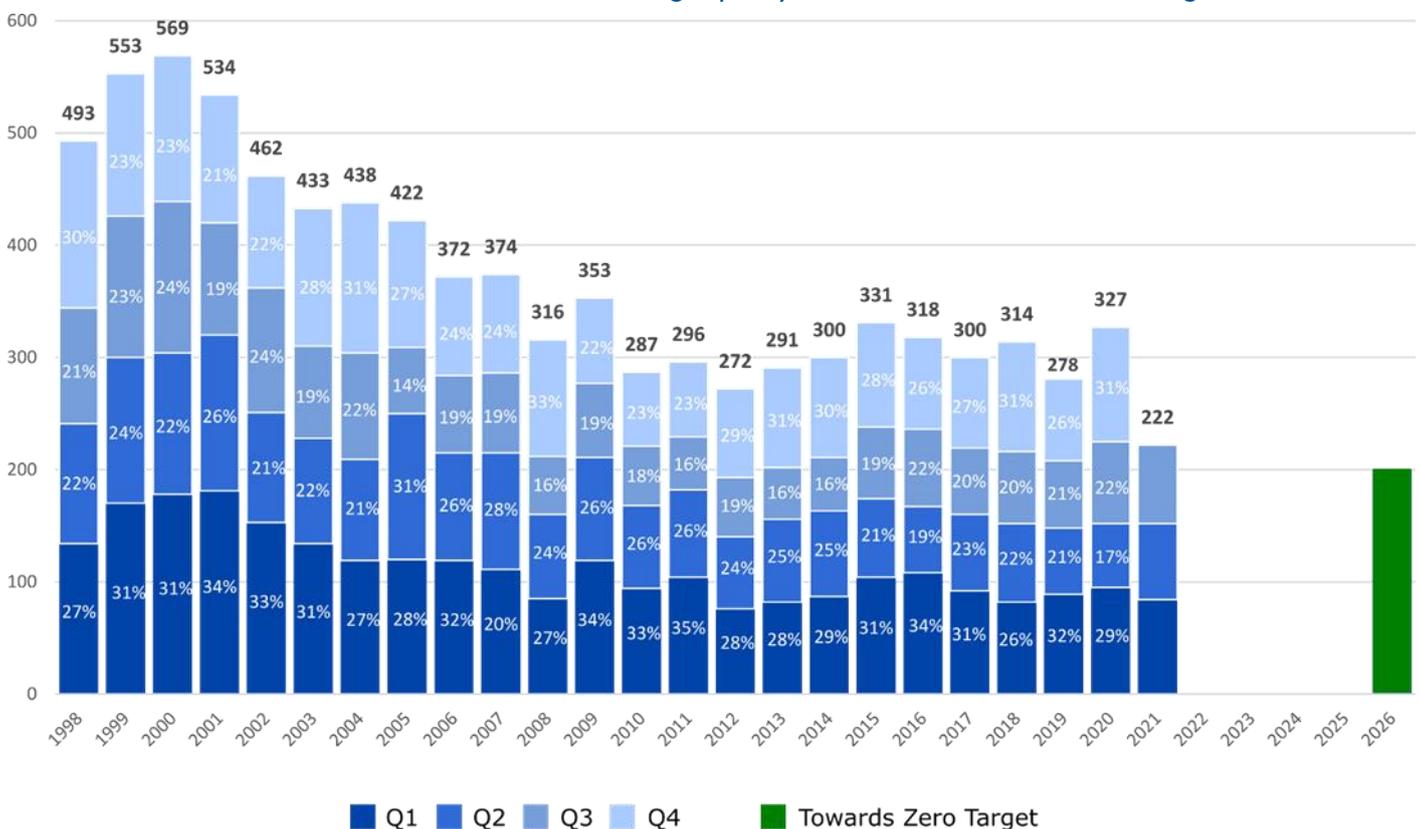
Fatalities

In 2020, there were 37^b fatalities on Tasmanian roads which is eight more than the number recorded in 2019. The figure of 37 fatalities in 2020 is an 14.2 per cent increase on the five year fatalities average of 32.4 (2015-2019).

2021 YTD

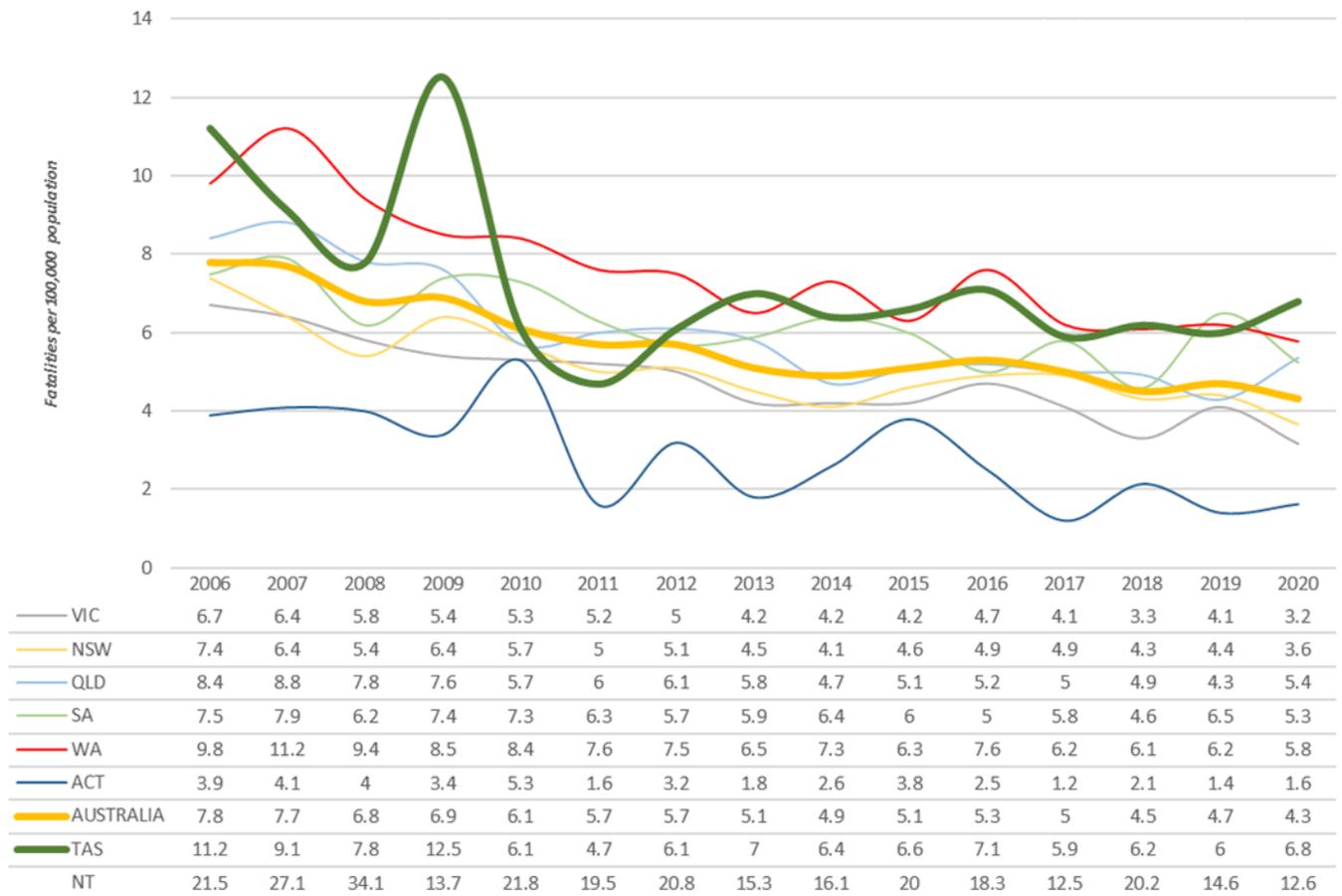
There have been 222 serious casualties (29 fatalities and 193 serious injuries) to 30 September 2021, three fewer than the number recorded at the same time last year (27 fatalities and 198 serious injuries) and an increase of 0.8 per cent on the five year average of 220.2 serious casualties.

Serious Casualties Tasmania – Annual Count, Percentage Split by Quarter and Towards Zero Target



^a The annual serious casualty figure has been revised to 327 following review and verification of injury severity codes and injuries sustained.
^b A previously excluded fatality has been included following completion of the Coronial investigation process.

Annual fatalities – Rate per 100,000 population



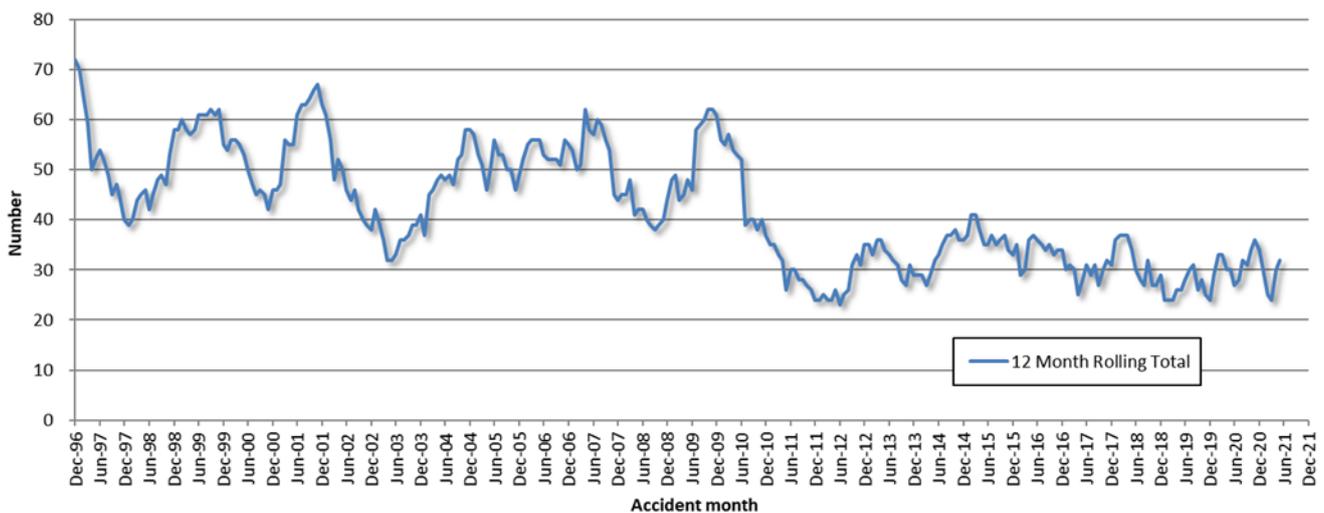
Note: NT omitted from chart for clarity purposes.

Progress on meeting MAIB targets

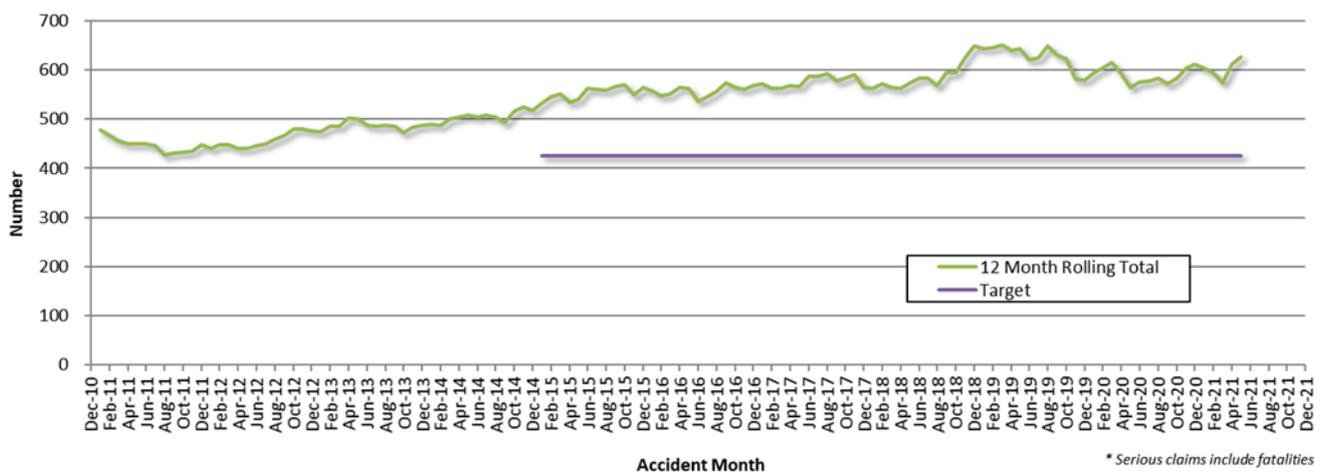
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

Various claim reduction targets are specified in the Memorandum of Understanding between the Department of State Growth (State Growth) and the MAIB. Progress against high level targets is shown below, expressed as 12 month moving totals

Fatalities – 12 Month Rolling Total

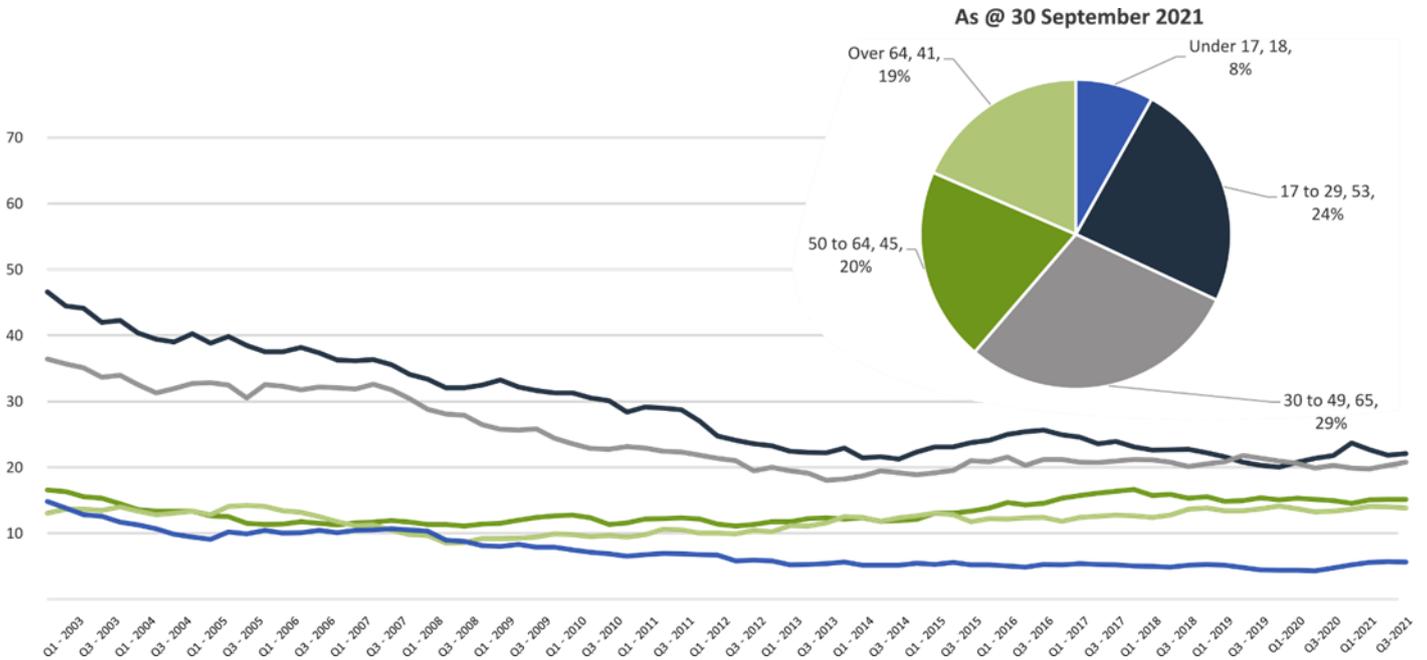


Total Serious Claims – 12 Month Rolling Total

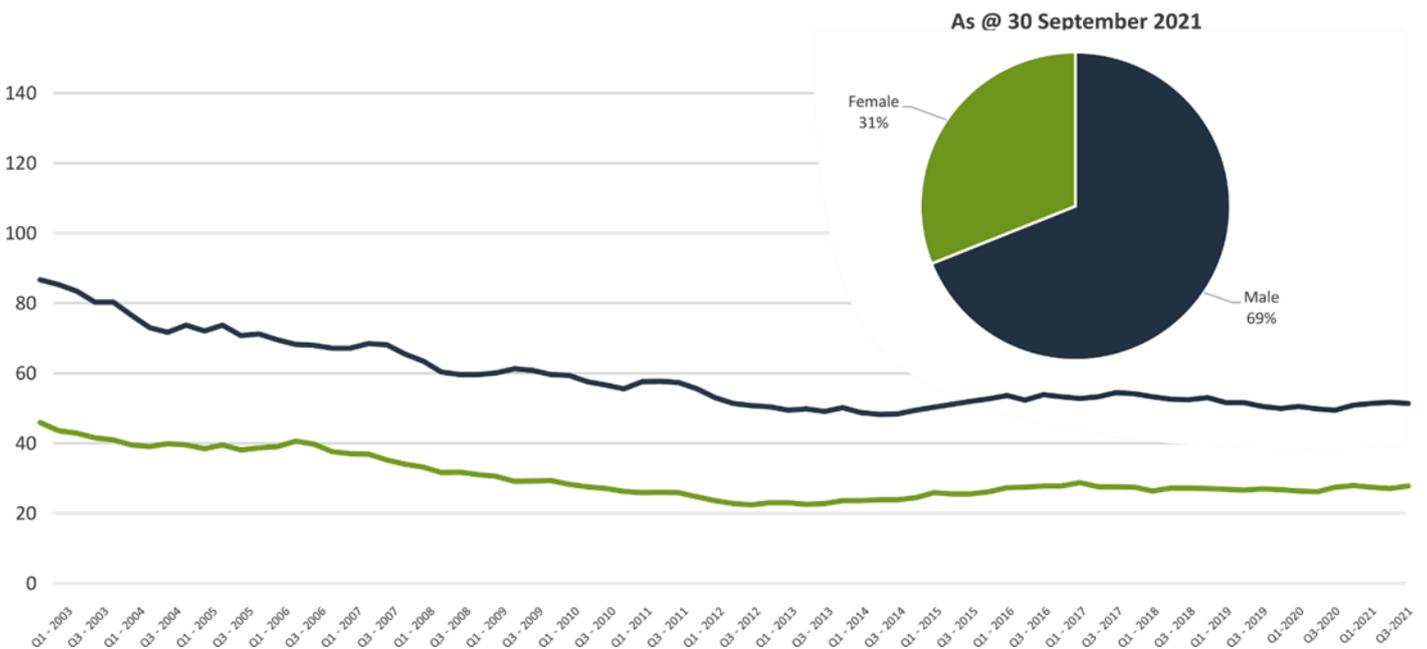


Statistics

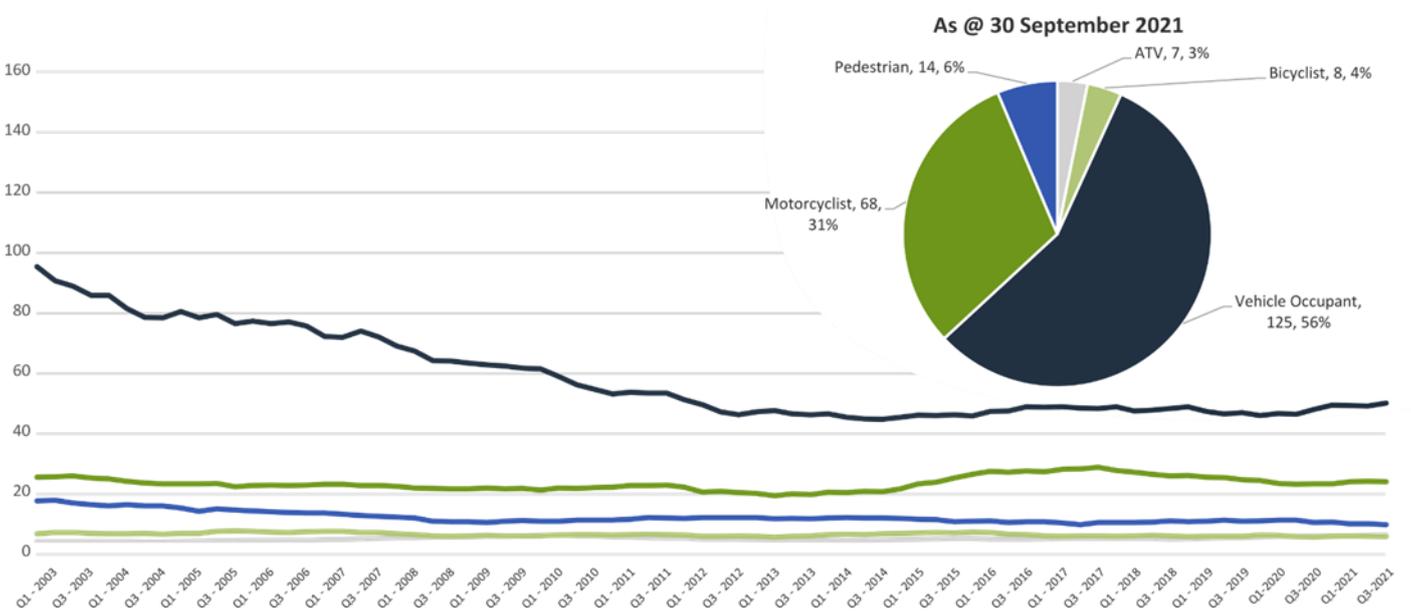
Serious Casualties by Quarter by Age Group – 12 period moving average



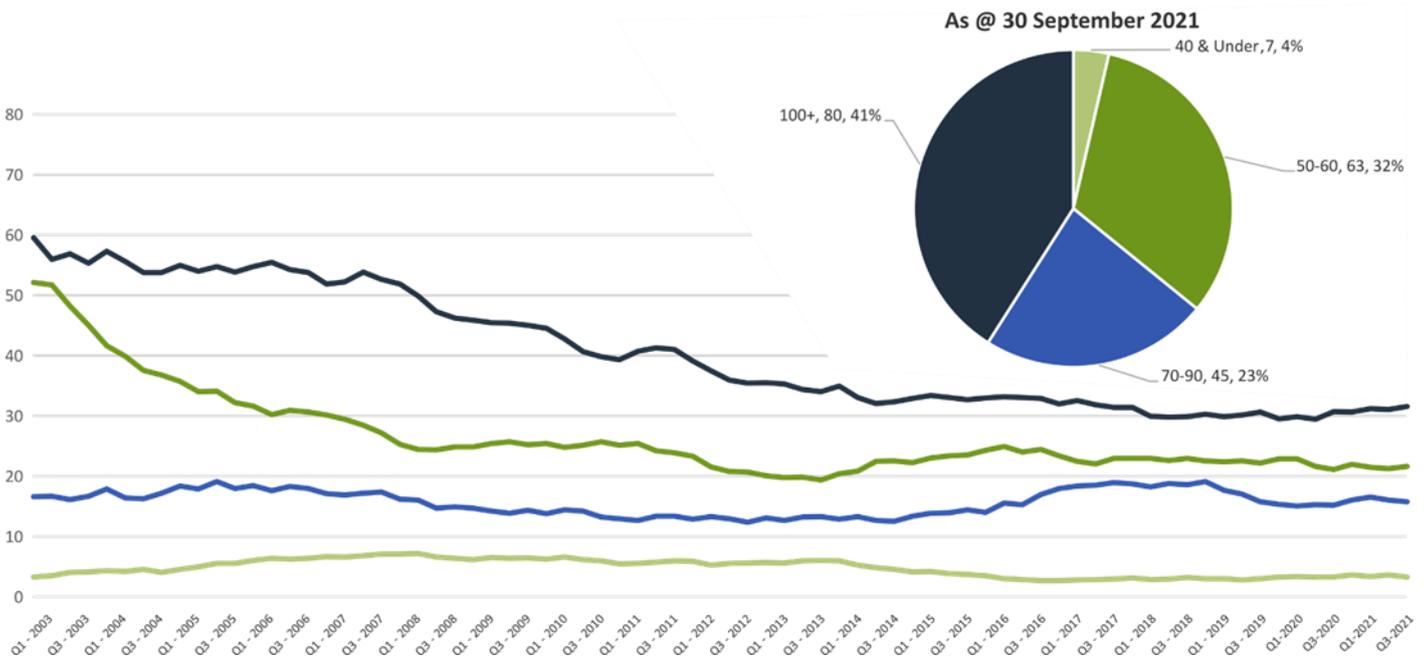
Serious Casualties by Quarter by Sex – 12 period moving average



Serious Casualties by Quarter by Road User Type – 12 period moving average

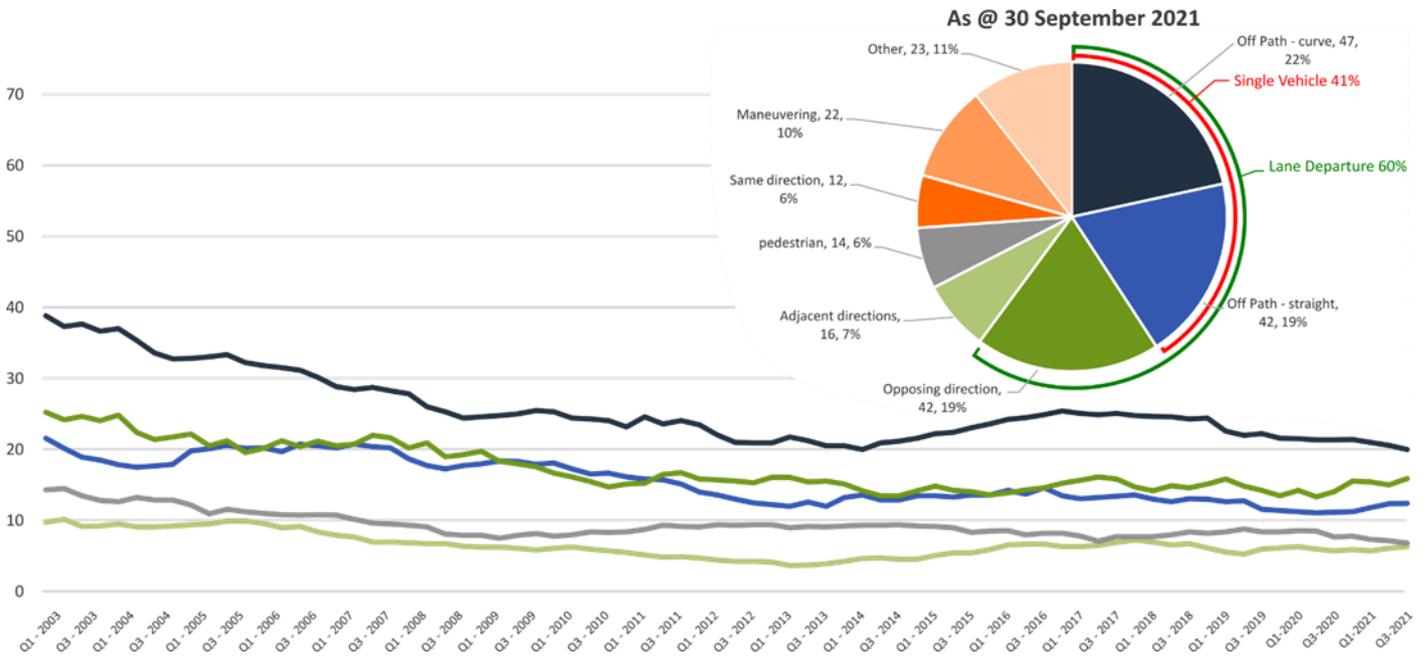


Serious Casualties by Quarter by Speed Zone – 12 period moving average



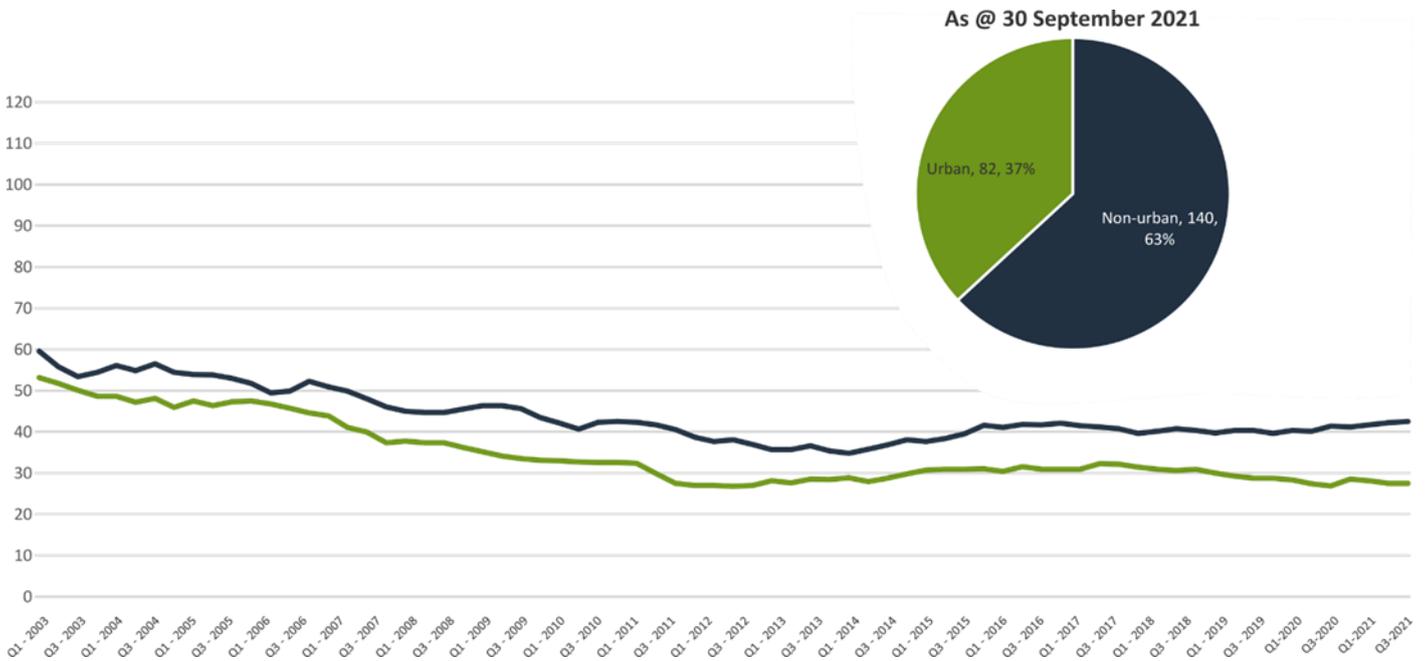
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

Serious Casualties by Quarter by Crash Type (DCA) – 12 period moving average



Other includes crash types: on-path (5%), overtaking (3%) & Passenger and Miscellaneous (3%).

Serious Casualties by Quarter by Urban/Non-Urban – 12 period moving average



Based on the Australian Bureau of Statistics' 'significant urban area' geographic definition.

Key themes and priority actions 2020-2024

The Quarterly Progress Report details progress on key themes and priority actions under the Towards Zero Action Plan 2020-2024 and the Towards Zero – Tasmanian Road Safety Strategy 2017-2026.

The progress report should be read in conjunction with the Action Plan and understood in the context of the Towards Zero Strategy. These documents are available at: www.towardszero.tas.gov.au

Funding of key themes



Over \$20 million



Over \$12 million



\$2 million



Over \$31 million



Over \$4 million



Over \$3 million

Funding for the Towards Zero Action Plan 2020-2024



Project status report

Making our rural roads safer				
Rural road grants program for local government	On schedule		Infrastructure upgrades on low volume State roads	On schedule
Motorcyclist safety on rural roads	On hold		Speed moderation and community engagement strategy	Not yet commenced
Safe system knowledge and skills training	On schedule			
Improving safety in our cities and towns				
Targeted infrastructure upgrades in high traffic urban areas	Not yet commenced		Vulnerable Road User Program	On schedule
Community Road Safety Program	On schedule		Trial of innovative technologies	On hold
Innovative infrastructure treatment demonstrations	On hold			
Saving young lives				
Learner Driver Mentor Program and Driver Mentoring Tasmania	On schedule		Graduated Licensing System Project for drivers	On schedule
Rotary Youth Driver Awareness Program	On schedule		Driving for Jobs Program	On schedule
RACT education initiatives	On schedule		Real Mates media campaign	On schedule
Bicycle Network bike education	On schedule		Safety around schools	On schedule
Kidsafe child restraint check program	On schedule		Full Gear motorcycle safety project	On schedule
Develop a Graduated Licensing System for motorcyclists	On schedule			
Encouraging safer road use				
Inattention and distraction	On schedule		Safe behaviour campaigns	On schedule
Mandatory Alcohol Interlock Program	Major delays		Protective clothing for motorcyclists	On schedule
Road safety penalties review	Complete		Speed enforcement strategy	On schedule
Enforcement of high-risk behaviours	On schedule		Automated Speed Enforcement Program	On schedule
High-risk motorcycling enforcement	Not yet commenced		Road Rules Awareness	On schedule
Making visitors safer				
Tourist road safety signage program	On hold		Responsive electronic signage trial	On hold
Tourist education materials	Limited activity		Strategic partnerships	On hold
Tourist education at gateway entry points	Limited activity		Stakeholder alliances	On hold
Improving safety through vehicles and technology				
ANCAP	On schedule		Safer cars for young drivers	Not yet commenced
Autonomous vehicle and crash avoidance readiness	On schedule		Workplace driver safety	Not yet commenced
Light vehicle strategy	On hold			

Progress on key themes

Progress on key themes is reported as:

Status	Major delays/on hold/high risk	Delayed/some issues/medium risk	On schedule/progressing/low risk	Not yet commenced
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60 per cent of fatalities occur in rural areas

Rural roads grants program for local government

The Safer Rural Roads Program (SRRP) provides funding to councils to implement infrastructure treatments on rural road corridors to reduce lane departure crashes and lessen the harm when they do occur. An allocation of \$10 million was made to the SRRP to be administered over five funding rounds of \$2 million for the life of the Action Plan.

Comments

The Australian Government Road Safety Program (RSP) is the result of a \$2 billion 2020-2021 Commonwealth Budget commitment and subsequently extended to \$3 billion in the 2021-2022 Commonwealth Budget. Under the RSP, Tasmania was allocated up to \$66 million in funding for small-scale road safety infrastructure projects, to be delivered over five 6-month funding tranches. Under tranche one of the RSP, which runs from 1 January 2021 until 30 June 2021, \$33.3 million in funding was allocated to Tasmania. To secure the \$33.3 million in funding, the Tasmanian Government was required to make a co-contribution of \$12.3 million.

The RSP has provided valuable additional funding to the SRRP. As a result, two funding rounds have been held during the 2020-2021 financial year.

In 2020-2021, 62 applications were received under SRRP and 59 of those received funding. The successful projects totalled approximately \$10 million in value. This included Australian Government funding of \$6 076 418, and Local Government co-contributions of \$1 644 846.

Status			On schedule/progressing/low risk	
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Infrastructure upgrades on low volume State roads

This program will provide funding for lower volume State roads, where cost effective treatments such as shoulder sealing, pavement markings, curve warnings, road side hazard removal and safety barriers will achieve maximum value for money.

Current situation / comments

\$6.95 million has been committed for infrastructure improvements on the Railton Main Road. \$450 000 is required for the design and development stage and \$6.5 million required for works in the delivery stage.

Status			On schedule/progressing/low risk	
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Motorcyclist safety on rural roads

Road safety audits will be conducted on high risk touring routes across Tasmania. This program will involve local motorcyclists and a safe system approach will inform audits. Findings will be shared with stakeholders to identify countermeasure that go beyond typical infrastructure solutions.

Current situation / comments

Safe System motorcycle road safety audits

Two audits have been completed and funding allocated. The Central Highlands Council has been provided with a grant deed up to \$200 000, to undertake works on Hollow Tree Road. Works have now been completed.

Funding up to \$350 000 has been allocated for State Growth to carry out low-cost infrastructure treatments to improve road safety for motorcyclists on Lake Leake Road, works are scheduled to commence in 2021.

Status	On hold			
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Speed moderation and community engagement strategy

Speed moderation requires a holistic strategy encompassing public education, road risk assessments, enforcement, speed limit setting, speed limit mapping and technology, penalties, KPIs and evaluation. This project will involve community engagement to inform and build support for action on safer speeds. A significant ongoing coordination effort will be required to support the strategy.

Current situation / comments

To commence 2021.

Status				Not yet commenced
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Safe system knowledge and skills training

This program aims to improve Safe System knowledge for all those in a position to influence road safety outcomes and support Safe System infrastructure design and speed setting. It will include technical training sessions, workshops and forums across Tasmania.

Current situation / comments

\$10 520 funding has been provided to the Tasmanian Bicycle Council to facilitate online training sessions for Tasmanian engineers and planners in designing Safe System compliant cycling lanes/paths.

Status			On schedule/progressing/low risk	
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IMPROVING SAFETY IN OUR TOWNS AND CITIES

1/4



Pedestrians and cyclists are vulnerable and represent one in four serious casualties in our towns and cities

Targeted infrastructure upgrades in high traffic urban areas

This program provides for delivery of a range of infrastructure safety upgrades to make our towns and cities safer. This will include shoulder sealing, intersection improvements, safety barriers and pavement marking at high traffic areas. This program targets high volume state roads that are not planned for major investment in the short term.

Current situation / comments

Not yet commenced.

Status				Not yet commenced
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Vulnerable Road User Program

The Vulnerable Road User Program (VRUP) is an established grants program which assists local government with the costs of installing safety improvements in built up areas. The aim of the program is to reduce conflict between vehicles and vulnerable road users - cyclists, pedestrians and motorcyclists. The funding available under the VRUP was increased from \$500 000 per year to \$1 000 000 under the current Action Plan.

Current situation / comments

The Australian Government Road Safety Program (RSP) has provided valuable additional funding to the VRUP. As a result, three funding rounds have been held during 2020-2021. The first round of funding closed in April 2020. Twenty-eight applications were received, and funding of \$831 941 was awarded in total to 20 projects.

The second funding round closed in November 2020. Forty-two applications were received, and 26 projects were awarded over \$3 million in total funding.

A third round of the VRUP was opened in February 2021. Twenty-five applications were received, all projects were approved and awarded over \$5 million in total funding.

Status			On schedule/progressing/low risk	
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Community Road Safety Grants Program

The Community Road Safety Grants Program (CRSGP) is an established grants program that aims to build community engagement in addressing local road safety issues. The program supports local councils, schools, community groups, research institutions and charity organisations to promote road safety at the grass roots level.

Current situation / comments

The CRS GP opened on 30 August 2021 and closed 30 September 2021. A total of 12 applications were received, three for Category 1 - \$500 - \$5 000 and nine for Category 2 - \$5 000 - \$35 000. The Grant Assessment Panel will meet on 12 October to decide which applications will be funded. It is assumed the full \$200 000 will be fully subscribed in the funding round.

Status			On schedule/progressing/low risk	
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Trial of innovative technologies

This project will include monitoring, investigation and trialling of new and emerging technology based approaches to improving safety for vulnerable road users.

Current situation / comments

To commence 2021.

Status	On hold			
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Innovative infrastructure treatment demonstrations

This project will investigate, trial and demonstrate innovative Safe System urban infrastructure treatments to improve road safety in our urban areas. We will work with local councils to show how Tasmania's cities and towns can be improved for the benefit of all road users, particularly cyclists and pedestrians.

Current situation / comments

To commence 2021.

Status	On hold			
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SAVING YOUNG LIVES



92 young people are seriously injured or killed on our roads every year

Learner Driver Mentor Program and Driver Mentoring Tasmania

The Learner Driver Mentor Program (LDMP), supported by Driver Mentoring Tasmania (DMT) is a well-established program that supports disadvantaged learner drivers to gain their on-road supervised driving hours to gain a licence.

Current situation / comments

On 17 September 2021, the Hon Michael Fergusson Mp awarded two new 5-star ANCAP safety rated vehicles to Devonport Chaplaincy and one to the Circular Head Aboriginal Centre. The vehicles were to replace existing fleet vehicles identified as having a 3-star or less Used Car Safety Rating and not suitable for learners and mentors in the LDMP. State Growth continues to work with DMT to improve the performance of LDMPs and implement business improvements and good practice principles.

Status			On schedule/progressing/low risk	
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Graduated Licensing System Project

Changes are being made to the Graduated Licensing System (GLS) for drivers to better protect young and novice drivers and improve the licensing pathway. Young drivers are overrepresented in crash statistics and most at risk when they first get their Ps and start driving solo. The changes to the GLS aim to address this risk, and improve road safety outcomes for both young and novice drivers.

Current situation / comments

The Tasmanian Government implemented policy changes to the GLS on 1 December 2020, which was supported by a public education campaign. Tasmania’s GLS now meets the enhanced model under the national framework.

Complementing the policy changes is the new online learning platform which was launched by Government on 8 July 2021. The platform has been designed to improve learner driver education by focusing on developing safe behaviours and attitudes. It ensures new drivers know the road rules and understand the impact of the fatal five road behaviours.

A second public education campaign commenced on the date of the announcement and ran until September 2021. The campaign encouraged take-up by promoting the convenience of the platform and being able to learn and take

the test almost anywhere and at any time, as long as they have access to a device (mobile, tablet, computer) and the internet.

The Plates Plus logbook is expected to be approved and ready to launch from mid-October. It is envisaged that this will replace the existing hard copy logbook for many Tasmanian learners as it provides a range of benefits and its ease of use will support an accurate reflection of supervised hours.

The Hazard Perception Test (HPT) is not expected to be launched until early 2022. Resources have been diverted to other projects of higher priority to the Government for most of 2021 and the external developer will now be unable to commence the final work until early January 2022.

Separate campaigns have been developed for both the logbook app and HPT that will commence upon the launch of these products.

Status			On schedule/progressing/low risk	
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Motorcyclist Graduated Licensing System review

The review will identify potential enhancements to the Graduated Licensing System (GLS) for motorcyclists. This will include greater restrictions on learners that are gradually lifted as riders acquire skills and experience under conditions that reduce risk.

Current situation / comments

The review of the current Tasmanian Motorcyclist GLS commenced earlier this year. A jurisdictional comparison was prepared and presented to RSAC at its August meeting, along with preliminary analysis of Tasmania’s motorcycle licensing and crash data.

An options paper setting out potential enhancements to the Tasmanian motorcyclist GLS is being prepared for the consideration of RSAC.

Status			On schedule/progressing/low risk	
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Rotary Youth Driver Awareness Program (RYDA)

RYDA is a one day road safety education program for year 10-12 students making them aware of the significant responsibility that comes with being a driver or passenger. Every year 4000 students take part in practical demonstrations and learn valuable road safety lessons from expert presenters and volunteers. RYDA is delivered by Rotary Tasmania.

Current situation / comments

Rotary recently conducted the RYDA program in southern Tasmania to 2 400 students. The program will continue in the North and North-West of Tasmania in the coming months. Rotary has reported a renewed interest in the program since the commencement of the five bonus learner licence logbook hours for attending the program under the GLS. Tasmania Police involvement was also limited due to resourcing of the COVID-19 response.

Status			On schedule/progressing/low risk	
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Driving for Jobs Program

The Driving for Jobs (Dfj) Program aims to support disadvantaged students who would otherwise be unable to enter and progress through the Graduated Driver Licensing System (GLS). The program provides students at selected schools with the opportunity to increase their road safety knowledge whilst also improving their job readiness. Students undertake a personalised intensive program with a strong road safety focus including professional on-road driving lessons and participation in the Rotary Youth Driver Awareness Program.

Current situation / comments

The Dfj Program operates at Jordan River Learning Federation (JRLF) in the South and expanded to Launceston and Newstead Colleges in the North at the start of term one 2021. The Dfj Steering Committee determined in early 2021 that there are insufficient disadvantaged students at New Norfolk High School to justify the program this year. A second program in the South will commence at Claremont College from the start of term four.

Status			On schedule/progressing/low risk	
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RACT education initiatives

The RACT delivers a range of in-class road safety education programs. This includes a program for years 10-12 students that focuses on the dangers of distraction and inattention. The program also teaches students how to progress through the GLS and about the specific rules that apply to L and P plate drivers.

Current situation / comments

In 2021-22, the RACT surpassed the requirements of their funding agreement by delivering the Years Ahead program to 802 older drivers; the Ready for the Road presentation (including Dangers of Distraction) to 426 students and the RoadSafe program to 1 727 students.

Status			On schedule/progressing/low risk	
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Real Mates media campaign

The MAIB-funded Real Mates campaign uses humour to engage with young men to encourage them to avoid the risks of drink driving by empowering them to speak up and stop a mate from driving after drinking.

Current situation / comments

The campaign was run in September 2021 to coincide with AFL Finals and will continue until the end of October across television, digital, and on location at pubs and clubs around Tasmania. New digital channels will be tested for the first time this campaign including Snapchat and Tik Tok to trial these advertising channels for our young target audience. We will continue 'The Look' messaging and creative.

A sponsorship opportunity with Cricket Tasmania and Hobart Hurricanes is being investigated as a part of this campaign roll out.

Status			On schedule/progressing/low risk	
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Bicycle Network bike education

The Bicycle Network delivers the Ride2School program to schools across Tasmania. Ride2School is for primary aged students and focuses on safe cycling, road safety and positive road sharing behaviour.

Current situation / comments

The Bicycle Network has reported more than 150 Ride to School sessions and two Active Maps completed for 2020-21. In addition, the Project Officer has reported repeat bookings from schools visited in 2020 and an interest in expanding Active Maps to high schools. State Growth meets quarterly with the Project Officer to ensure compliance with milestones listed in the grant agreement.

Status			On schedule/progressing/low risk	
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Safety around schools

Safety around schools is promoted through designated crossings, lower speed zones, more than 100 school crossing patrol officers and public education. The current Safety around Schools project, including the Love 40 campaign, encourages drivers to lower their speed and keep a look out for children in school zones and around buses.

Current situation / comments

The Love 40 program has continued in Term 4 2021, and the focus has been on promoting the program through contemporary media channels such as radio and digital media. Planning has commenced for a further iteration of the campaign in 2022 to capitalise on the campaigns success.

Status			On schedule/progressing/low risk	
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Kidsafe child restraint check program

Kidsafe Tasmania conducts free child restraint checking sessions to ensure that young children are safely and lawfully seated and restrained in cars. Kidsafe also distribute and promote educational materials to inform the public of the correct child restraint type for a child's age and size.

Current situation / comments

Kidsafe continue to provide free restraint checks and education sessions at community organisations, including Child and Family Centres, with a trained child restraint fitter. COVID-19 significantly impacted the previous twelve months of operation, with group sessions for child care workers being scaled back. Efforts were made to provide parents, grandparents and carers with individual education and restrain checks.

Status			On schedule/progressing/low risk	
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Full Gear motorcycle safety project

The Glenorchy City Council, in partnership with Bucaan House, delivers its successful Full Gear motorcycle safety project which helps young motorcycle riders enter the licensing system and to adopt safe riding practices.

Current situation / comments

The Full Gear Coordinator continues to work with neighbouring Councils to facilitate the expansion of the program. Five participants have now completed the Full Gear program in New Norfolk, and five are due to commence before the end of 2021. In addition, plans for trial programs in Gagebrook and Chigwell are underway, with support from Councils and community organisations. The Clarence Council have also expressed interest, as it aligns with their strategic plans.

An evaluation of the Full Gear program has been undertaken and a report will be available to RSAC for noting at its November 2021 meeting.

Status			On schedule/progressing/low risk	
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ENCOURAGING SAFER ROAD USE



The fatal five behaviours contributing to serious casualties

Inattention and distraction

Inattention and distraction are concerning causes of serious casualty crashes and may have a far greater impact than current data suggests. There are a number of research projects and enforcement initiatives that are being used to address this issue. This project will include consideration of emerging strategies for tackling distraction, encouraging compliance through enforcement and influencing driver behaviour through public education campaigns.

Current situation / comments

Enforcement

Tasmania Police introduced three unmarked motorcycles to increase the rate of detection and enforcement of illegal phone use whilst driving. These motorcycles operate across all districts and target the low speed road network and congested traffic conditions, utilising 'lane filtering' legislation to full advantage.

In an agency first, the riders are also fitted with helmet cameras to capture the offence, an initiative that has effectively nullified disputes. The introduction of unmarked motorcycles has proved to be incredibly successful with riders reporting high-level public support and a notable change in driver behaviour.

Tasmania Police has also conducted a technology demonstration with a commercial provider to test artificial intelligence based automated mobile phone detection. The technology is combined with speed detection and Automated Number Plate Recognition capabilities. Future use of such technology is now being considered as part of the Automated Speed Enforcement Project being led by the Department of State Growth.

Public education campaigns

A new phase of the 'Leave Your Phone Alone' campaign that warns drivers of the dangers of using a mobile phone while driving was launched on 21 December 2020. Outdoor media bookings have been extended for the remainder of 2021.

Status			On schedule/progressing/low risk	
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Safe behaviour campaigns

Targeted media campaigns will continue to educate people about high-risk behaviours and to highlight the dangers of the 'Fatal Five'.

Current situation / comments

A pedestrian safety campaign was launched by the Minister on 1 September 2021 and will run for one month. A 'green man' is to feature across the guerrilla style, in situ campaign, encouraging both pedestrians and drivers to look out for each other on the road.

A new motorcycle safety campaign is scheduled to be launch on 10 October 2021. The objective of the campaign is to educate Tasmanian motorcycle riders on the risks when riding and the importance of riding safely. The campaign concept focuses on a 30 second TVC that will be cut down into six second social media videos and posters in pubs and venues on popular motorcycle touring routes.

In preparation for the introduction of enhanced speed enforcement in Tasmania a new public education campaign is being developed and is due to be launched in December 2021.

The campaign aims to reduce road trauma by highlighting the dangers of speeding and will support the re-introduction of mobile speed cameras. Production is due to commence in October 2021.

Status			On schedule/progressing/low risk	
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Mandatory Alcohol Interlock Program (MAIP)

The MAIP aims to have repeat and high-level drink driving offenders demonstrate they are able to separate their drinking from driving through the installation of an alcohol interlock in their vehicle. New measures will be introduced to increase participation in the MAIP.

Current situation / comments

Drafting instructions for the revised framework were provided to the Office of Parliamentary Counsel (OPC) in October 2019. Parliamentary priorities caused reprioritisation of OPC work, including COVID-19. First draft regulations have not been received by the department. Two Approved Providers have signed new contracts: negotiations continue with the third.

Status	Major delays/on hold/high risk			
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Protective clothing for motorcyclists

Motorcyclists are overrepresented in Tasmania's road trauma figures. Motorcyclists are vulnerable road users due to a lack of physical protection. Protective clothing can reduce injury severity in the event of a crash. Tasmania is a funding member of MotoCAP. MotoCAP provides safety assessment star ratings for protective clothing and prepares education materials for motorcyclists.

Current situation / comments

Tasmania contributes around \$8 000 per annum to participate in and support the activities of MotoCAP. In early 2021, several thousand public education brochures advising of clothing safety ratings for motorcycle wear were sent out to motorcycle retailers and relevant stakeholders across the state.

Status			On schedule/progressing/low risk	
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Road safety penalties review

For enforcement activities to improve safety on our roads, they need to be backed up with appropriate penalties. Tasmania’s road safety penalties will be reviewed to ensure they are up-to-date and provide an appropriate deterrence to those who break the rules and put themselves and others at risk.

Current situation / comments

Tasmania’s road safety penalties have been reviewed and updated and inter-jurisdictional analysis has been completed. Findings were submitted to RSAC for noting at its November 2020 meeting. RSAC determined that current penalties are appropriate and penalties will be reviewed towards the end of the current Action Plan.

Status	Complete
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Speed enforcement strategy

Speed enforcement is one of five priority areas within Tasmania Police’s current *Road Safety Strategy 2019-2021*.

With regard to speed cameras, Tasmania Police has conducted several technology trials, including in-motion camera technology, where speed cameras are fitted to moving vehicles, and of mobile point-to-point speed detection, where average speed enforcement utilises two vehicles fitted with automatic numberplate recognition technology. In addition, Tasmania Police is working with the Department of State Growth to consider the future of automated speed enforcement in Tasmania.

Tasmania Police has implemented a Strategic Asset Management Plan (SAMP) for all speed detection devices. The SAMP provides for continual review of new and emerging technologies, includes provisions for regular replacement and upgrade of equipment and importantly supports long-term financial planning and budgeting. In line with the SAMP, Tasmania Police’s Southern Road and Public Order Services is also trialling a rear-facing radar on a patrol vehicle.

Tasmania Police has further implemented a new vehicle livery across the fleet, matching different livery designs to specific uses, for example general patrol, high-visibility patrol, and low-profile marked vehicles – all of which are relevant to different methodologies of speed reduction and enforcement. The strategy has also seen the introduction of unmarked highway patrol cars which have proved to be very successful and complement the use of overt policing tactics well.

Tasmania Police recently updated the marked police motorcycle fleet with new livery for these bikes being implemented to heighten the visibility of police on the road network.

Status			On schedule/progressing/low risk	
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Enforcement of high-risk behaviours

To reduce high-risk behaviours and increase compliant road user behaviour, State Growth and Tasmania Police will work collaboratively to investigate and introduce new enforcement techniques and technologies to detect high-risk behaviours that address the ‘fatal five’, including mobile phone use, speeding and failure to wear a seatbelt.

Current situation / comments

Tasmania Police’s *Road Policing Strategy* focuses on the fatal five causes of serious and fatal crashes, which are the highest risk driver behaviours: speeding; alcohol and drugs; distraction and inattention; seatbelts; and fatigue. The strategy includes several priority areas under each theme and the strategy guides the deployment of operational policing resources.

Status			On schedule/progressing/low risk	
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Automated Speed Enforcement Program

Automated speed enforcement (ASE) (i.e. speed cameras) is relatively underutilised as a deterrence and enforcement mechanism in Tasmania. This project investigates proven and emerging speed camera technologies for use at high-risk locations and across the entire road network.

Current situation / comments

Initial analysis and modelling has been undertaken to determine the potential road safety benefits, expected costs, and projected infringement levels associated with an expanded ASE program. At its November 2020 meeting, RSAC received a full briefing on the activities undertaken to date, expected outcomes of an enhanced ASE program and potential next steps.

In collaboration with Tasmania Police, State Growth developed recommendations regarding the enhancement of Tasmania’s ASE program. RSAC endorsed the proposed approach at its 9 March 2021 meeting. On 11 September 2021, State Growth released a request for tender (RFT) to identify a suitable service provider to manage a program of mobile speed cameras and supply a compatible infringement adjudication system. The RFT closes on 20 October 2021. State Growth will enter negotiations with the successful tenderer, pending a full evaluation of tender submissions in early November.

The project team is in the process of finalising a communication strategy, deployment methodology and evaluation framework.

It has also been identified that there is a range of emerging automated enforcement technologies available in the market that are capable of enforcing other illegal driving behaviours such as mobile phone and seatbelt offences. These emerging technologies will be trialled as part of this project. Legislative amendments will be required to enable the photographic detection of these offences prior to any enforcement taking place.

Status			On schedule/progressing/low risk	
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High-risk motorcycling enforcement

Speed is a factor in at least a quarter of motorcyclist serious casualties. Speed cameras offer no deterrence to motorcyclists, whose numberplates are mounted only on the back. Introduction of rear-facing speed cameras will improve detection and deterrence of speeding. This is being considered as part of the Automated Speed Enforcement project.

Current situation / comments

Tasmania Police investigated rotating the current fixed speed cameras 180 degrees to provide for rear-facing detection (to detect motorcycles). Technology limitations determined this was not a practical solution due to accuracy concerns. Upgrading the technology to support forward and rear-facing and multiple lane detection has now been subsumed into State Growth’s Automated Speed Enforcement Program.

Status				Not yet commenced
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Road Rules Awareness

Compliance with Road Rules makes our behaviour on the roads predictable, improving safety for all road users. This initiative will ensure that user-friendly and tailored information resources are developed so that the Road Rules are easily understood and adhered to by all road users.

Current situation / comments

The *Tasmanian Road Rules Handbook* and the *Misunderstood Road Rules* series of pamphlets are distributed to Service Tasmania locations when required. The Road Safety Branch plans on developing another pamphlet to launch during Road Safety Week 2022 in alignment with existing resources.

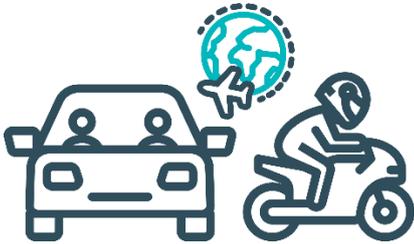
The Road Safety Branch is continuing to explore whether content on the online learning platform *Plates Plus* for the Graduated Licensing System could be further utilised to educate the broader community with respect to the Road Rules.

The Government has announced personal mobility devices (PMDs) such as e-scooters and e-skateboards, will be permitted on some public infrastructure from summer 2021. In addition to implementing this project the Road Safety Branch is coordinating communication activities to raise awareness of the new rules amongst stakeholders and the general public.

Status			On schedule/progressing/low risk	
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MAKING VISITORS SAFER



11 per cent of all serious casualties on our roads are non-Tasmanian residents

Tourist road safety signage program

This program will see the installation of tourist signage strategically placed across the road network. The signs will provide important road safety information, relevant to the area road users are travelling in. This program will be undertaken in collaboration with stakeholders, local government and State Roads.

Current situation / comments

This program is currently on hold.

Status	On hold			
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Responsive electronic signage trial

This project will trial a responsive electronic sign with real time information at regional tourism gateways.

Current situation / comments

This project is currently on hold.

Status	On hold			
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Tourist education materials

A range of education materials developed using images, symbols and multi-lingual material delivered to specific audiences through targeted communications channels. This includes vehicle hangers, brochures, posters, roadside signs, editorial content, film and digital content.

Current situation / comments

Communications materials are being distributed upon request from stakeholders.

Status		Limited activity		
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Strategic partnerships

Developing strategic partnerships based on synergies with target audiences will enable the effective promotion of road safety messages and education.

Current situation / comments

This project is currently on hold.

Status	On hold			
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Tourist education at gateway entry points

As an island state, we have the opportunity to strategically place messaging at our gateway airports and seaports to reach visitors with important road safety messaging prior to them driving in Tasmania. This includes a range of educational materials, electronic and static signs and billboards.

Current situation / comments

Printed collateral is in stock at gateway locations. Digital billboards will be updated with more relevant messaging for domestic tourists rather than international. Billboard bookings have been extended in key locations.

Status		Limited activity		
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Stakeholder alliances

Sharing information and collaborating to develop effective strategies and tools to address road safety issues is vital. This project will develop formal and informal stakeholder alliances to encourage input and create opportunities to deliver joint initiatives.

Current situation / comments

This activity is currently on hold.

Status	On hold			
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IMPROVING SAFETY THROUGH VEHICLES AND TECHNOLOGY



The rate of fatal crashes is four times higher for vehicles 15+ years old than for vehicles made in the last five years

Australasian New Car Assessment Program (ANCAP)

Tasmania is a funding member of ANCAP. ANCAP plays a vital role in informing consumers about safety performance of new vehicles and advocates for improved vehicle safety design and specification through public education campaigns, advocacy activities and engagement with governments, corporate fleets, the media and consumers. Activities related to ANCAP will include promotion of safer vehicles and options for an annual vehicle fleet report.

Current situation / comments

Tasmania continues to support ANCAP with funding of \$12 500 per annum.

Status			On schedule/progressing/low risk	
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Safer cars for young drivers

This project aims to increase awareness of the Used Car Safety Rating database amongst first time car buyers. This could be promoted through education materials and campaigns and may be able to integrate with the GLS online learning platform.

Current situation / comments

To commence in 2021.

Status				Not yet commenced
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Autonomous vehicle and crash avoidance readiness

This project involves the monitoring and development of safety and autonomous vehicle technologies.

Current situation / comments

The regulation of autonomous vehicles is being considered at a national level and Tasmania is participating in that process.

Status			On schedule/progressing/low risk	
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Workplace driver safety

Vehicle use in road traffic is the most significant contributor to work-related traumatic injury. This project will aim to promote and encourage employers to adopt safe driving policies based on the Worksafe, 'Vehicles as a workplace' guide.

Current situation / comments

To commence 2021.

Status				Not yet commenced.
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Light vehicle strategy

A light vehicle strategy will be developed to provide public education and undertake enforcement activities to enhance the safety standard of Tasmania's vehicle fleet.

Current situation / comments

This project is currently on hold.

Status	On hold			
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Funding

Road Safety Levy Overview for the Financial Year 2021/22

As at 30 September 2021 (Quarter 1)

Road Safety Levy Opening Summary

Opening Balance as at 01 July 2021	\$	17,013,469
Annual Allocation to Road Safety Operations	\$	2,600,000

Revenue Summary

	Forecast (FY22)	Actual (Y.T.D.)
Motor Accident Insurance Board Funding	\$ 1,300,000	\$ 54,041
Revenue Inflows from Registrations	\$ 14,875,906	\$ 4,262,310
RSP Funding	\$ 19,025,000	\$ -
Funds Available for Distribution	\$ 49,614,375	\$ 18,621,738

Expenditure Summary

Theme no.	Theme	Forecast (FY22)	Actual (Y.T.D.)
1	Making our Rural Roads Safer	\$ 12,228,805	-\$ 113,512
2	Improving Safety in our Towns and Cities	\$ 29,056,553	\$ 2,651,539
3	Saving Young Lives	\$ 2,737,167	\$ 1,502,600
4	Encouraging Safer Road Use	\$ 3,950,659	\$ 111,139
5	Making Visitors Safer	\$ 930,619	\$ 96,074
6	Improving Safety Through Vehicles and Technology	\$ 1,225,511	\$ 12,245
7	General Support	\$ 937,985	\$ 91,050

Budget and Expenditure by Category

	Forecast (FY22)	Actual (Y.T.D.)
Infrastructure Expenditure*	\$ 41,177,463	\$ 2,765,051
Policy & Projects Expenditure*	\$ 10,117,830	\$ 1,697,912

Total Expenditure	\$	51,295,292	\$	4,462,963
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Balance as of 30 September 2021	\$	6,608,622	\$	14,158,775
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Forecast Closing Balance of FY22	- \$	1,680,917
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^The Levy will be supported by the department’s funding of associated projects, resulting in the Levy retaining a positive balance. The Levy is budgeted to retain its own positive balance under its dedicated funding model, with support from associated project funding assisting, where required, to meet funding demand.

MAIB Funding

As at 30 September 2021

2021/22 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	368 116	61 635	306 481
Public Education	958 682	185 695	772 987
Research	160 000	43 425	116 575
Subtotal	1 486 798	290 755	1 196 043
Expenditure (Tasmania Police)			
Salaries	2 032 291	514 085	1 518 207
Operating Expenses	188 000	30 177	157 823
Equipment	539 708	60 869	478 839
Subtotal	2 759 999	605 131	2 154 867
Total	4 246 797	895 886	3 350 910

Includes Carried Forward of

\$120 325 (State Growth)

\$21 774 (Police)



Department of State Growth

Road Safety Branch

Towards Zero Action Plan 2020-2024

GPO Box 536

Hobart TAS 7001 Australia

Phone: 6166 3243

Email: rsac@stategrowth.tas.gov.au

Web: www.towardszero.tas.gov.au

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