

Fewer than 200 serious injuries and deaths
on our roads by 2026

Towards Zero Tasmanian Road Safety Strategy 2017–2026



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 2017 was 303, compared to 318 in 2016, a 4.7 per cent decrease. The 2017 figure of 303 is a 0.2 per cent increase on the five year serious casualty average of 302.4 (2012-2016).

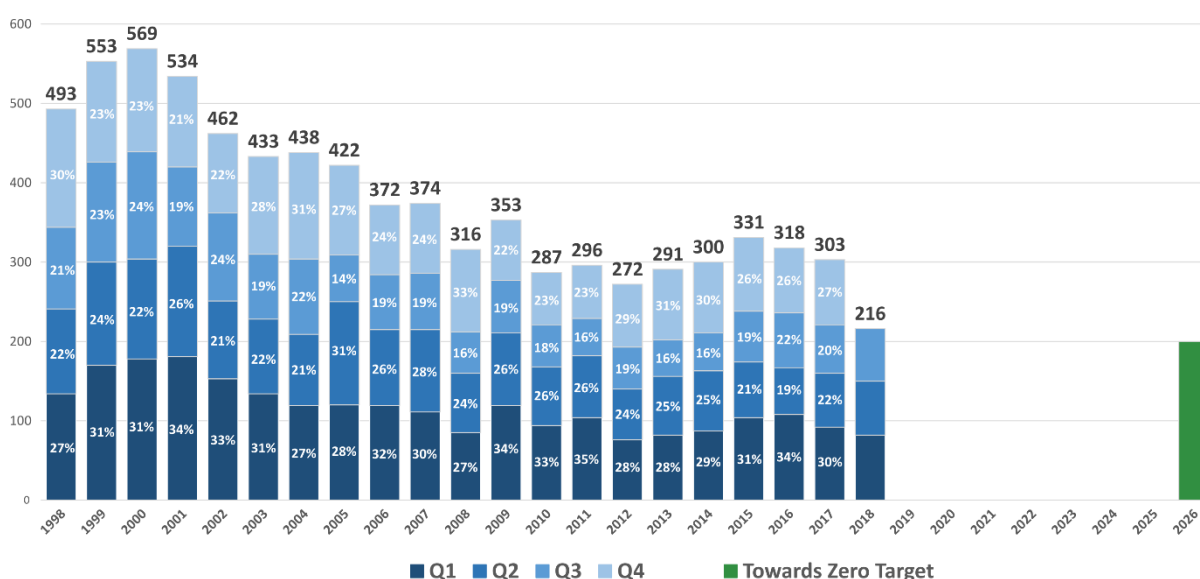
Fatalities

In 2017, there were 34 fatalities on Tasmanian roads which is two fewer than the number recorded in 2016. The figure of 34 fatalities in 2017 is a 1.2 per cent increase on the five year fatalities average of 33.6 (2012-2016).

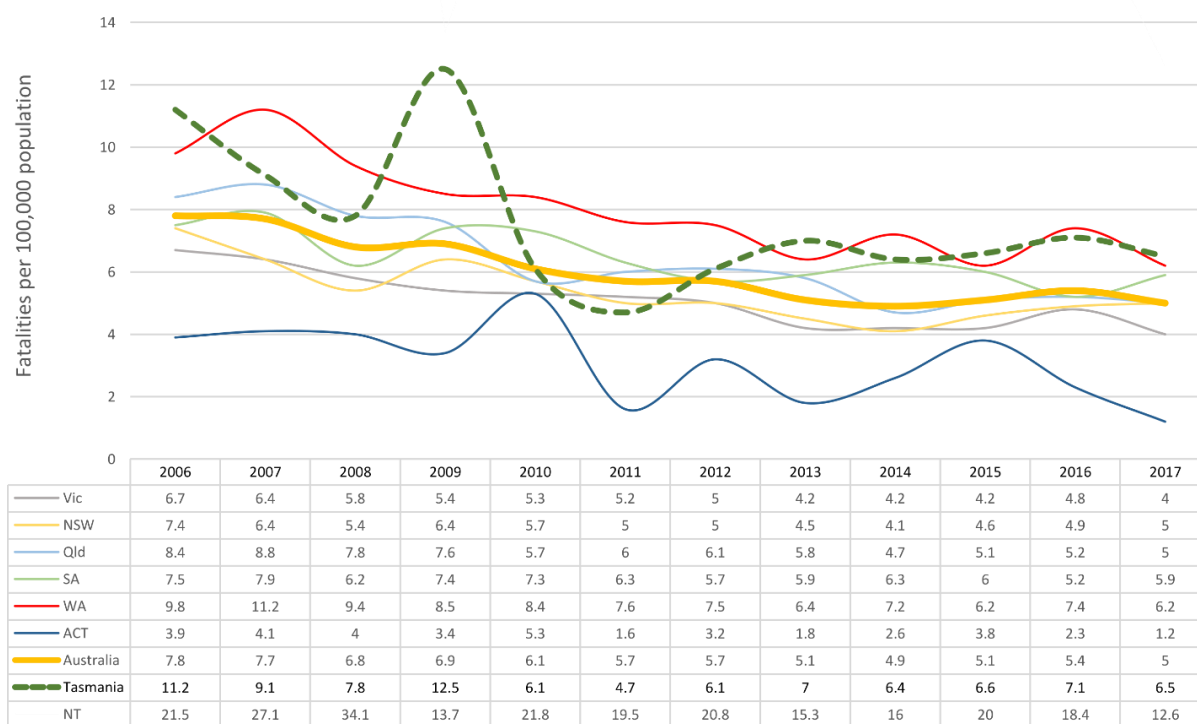
2018 YTD

There have been 216 serious casualties (26 fatalities and 190 serious injuries) to 30 September 2018, a decrease of 2.3 per cent on the same period last year of 221 serious casualties (23 fatalities and 198 serious injuries) and a decrease of 2.5 per cent on the five year average of 221.6 serious casualties.

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



Annual fatalities – Rate per 100,000 population



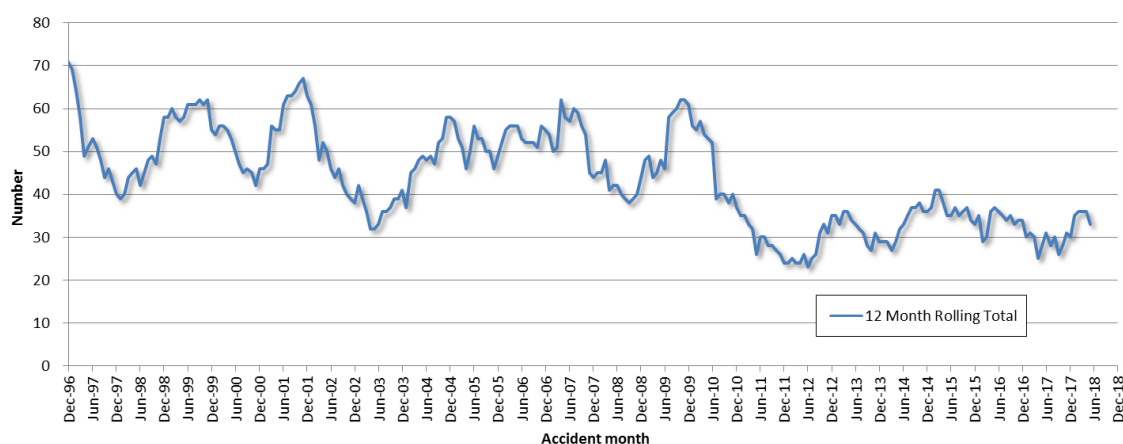
Note: NT omitted from chart for clarity purposes.

Progress on meeting MAIB targets

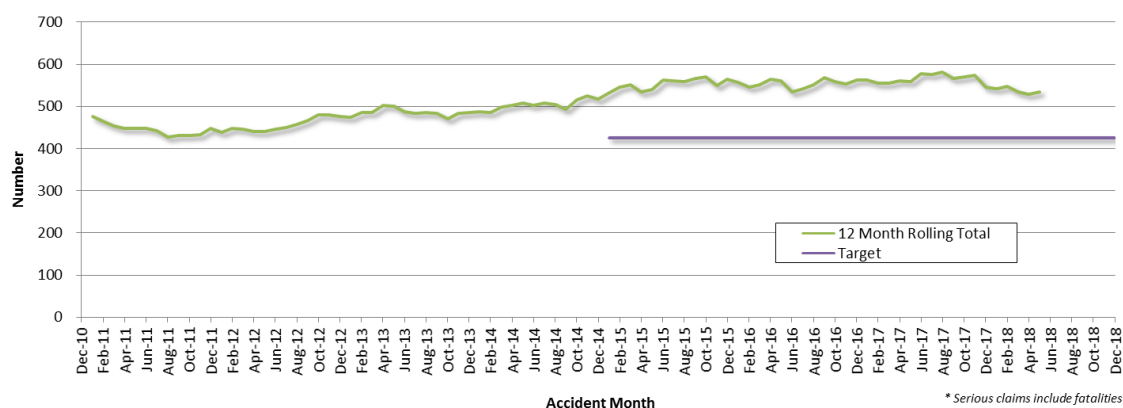
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

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



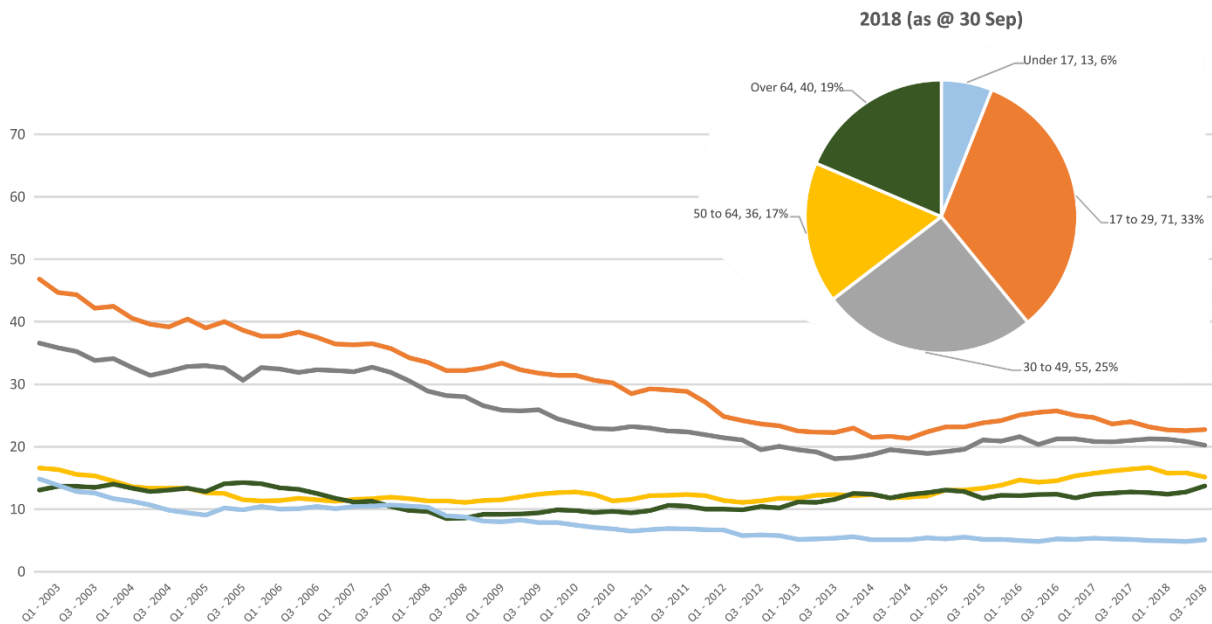
Total Serious Claims – 12 Month Rolling Total



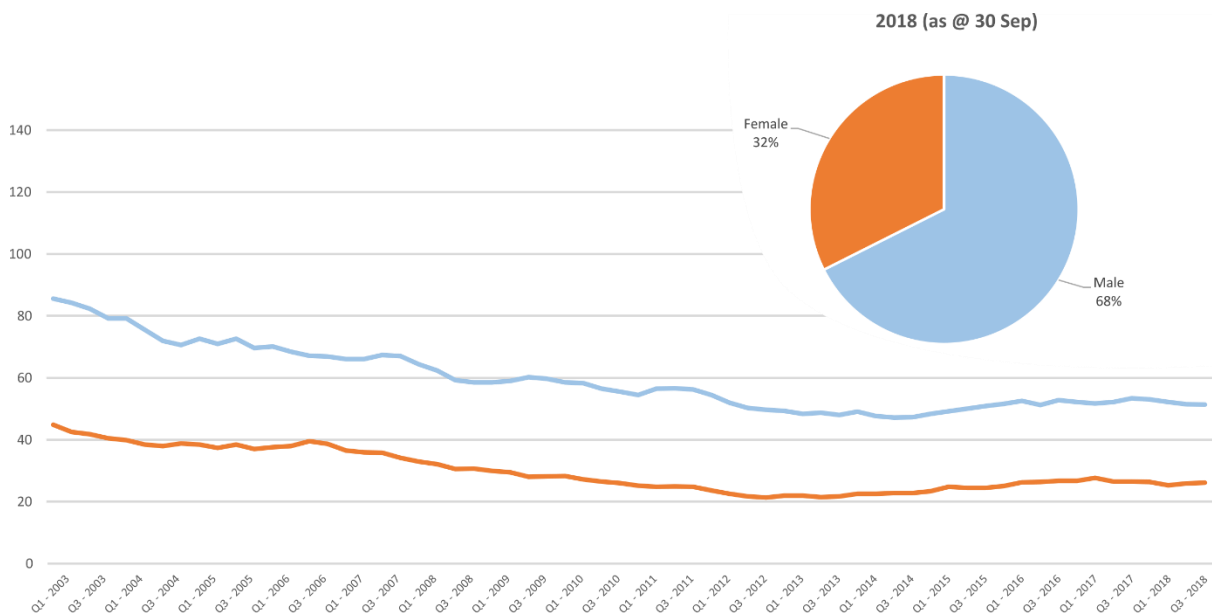
* Serious claims include fatalities

Statistics

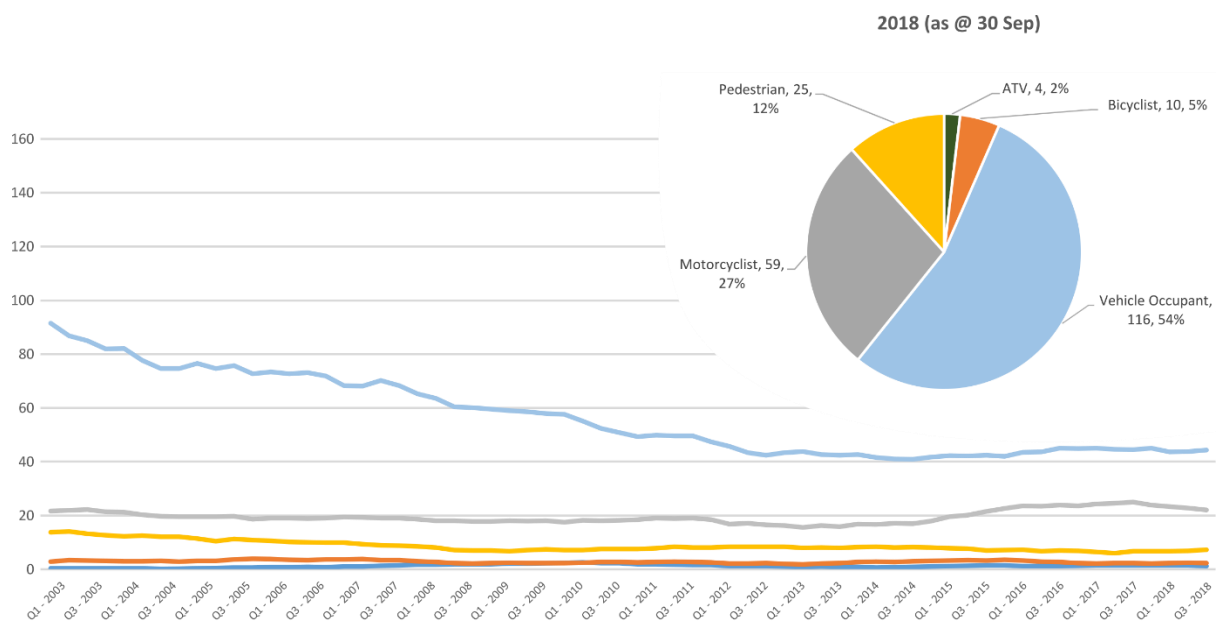
Serious Casualties by Quarter by Age Group – 12 period moving average



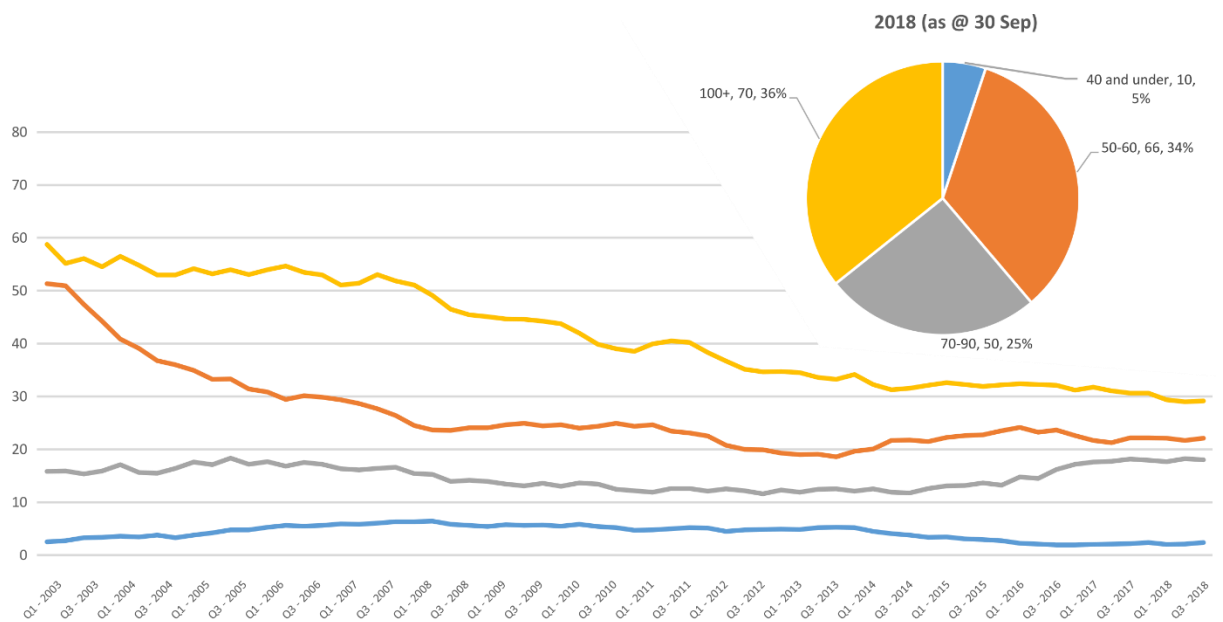
Serious Casualties by Quarter by Gender – 12 period moving average



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

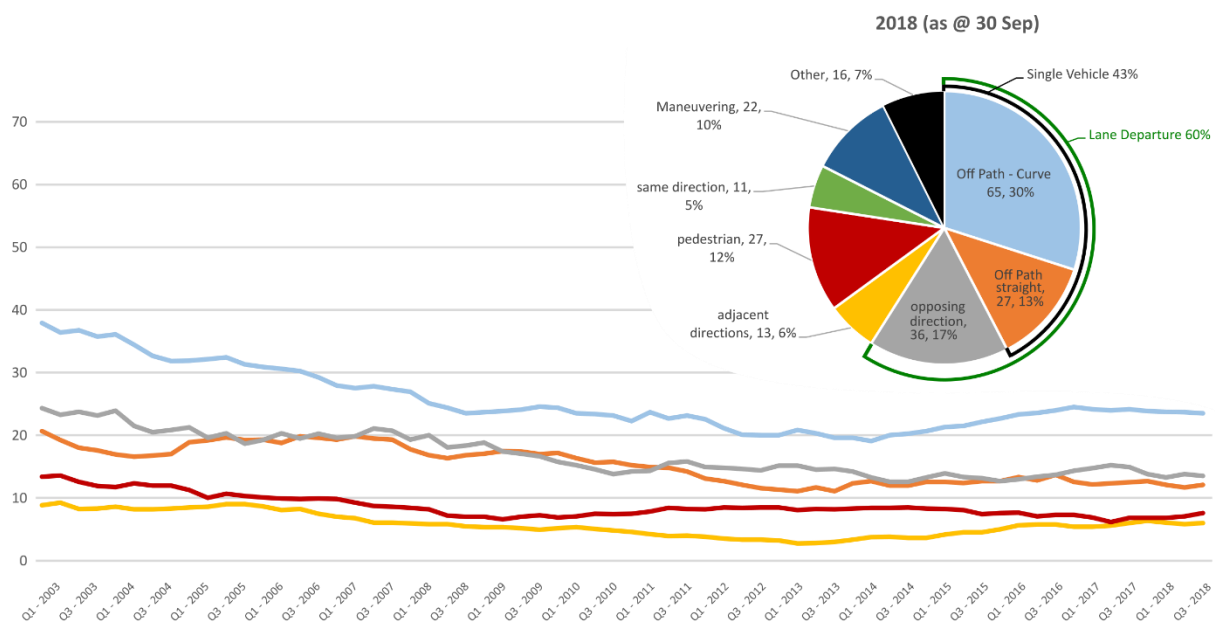


Serious Casualties by Quarter by Speed Zone – 12 period moving average



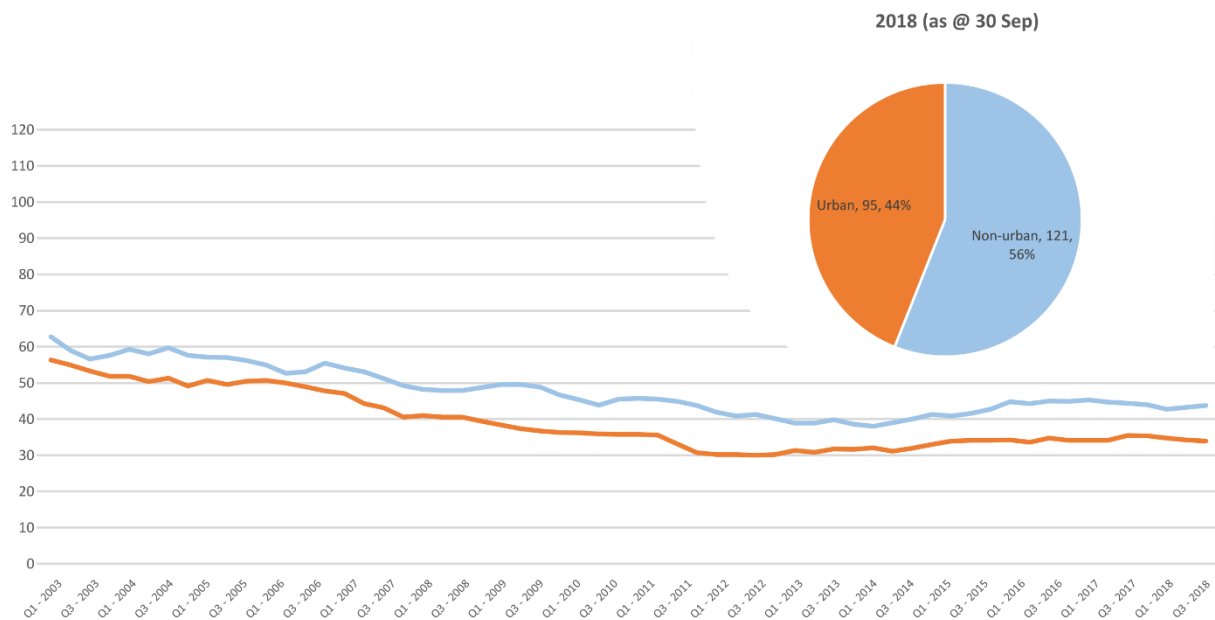
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

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



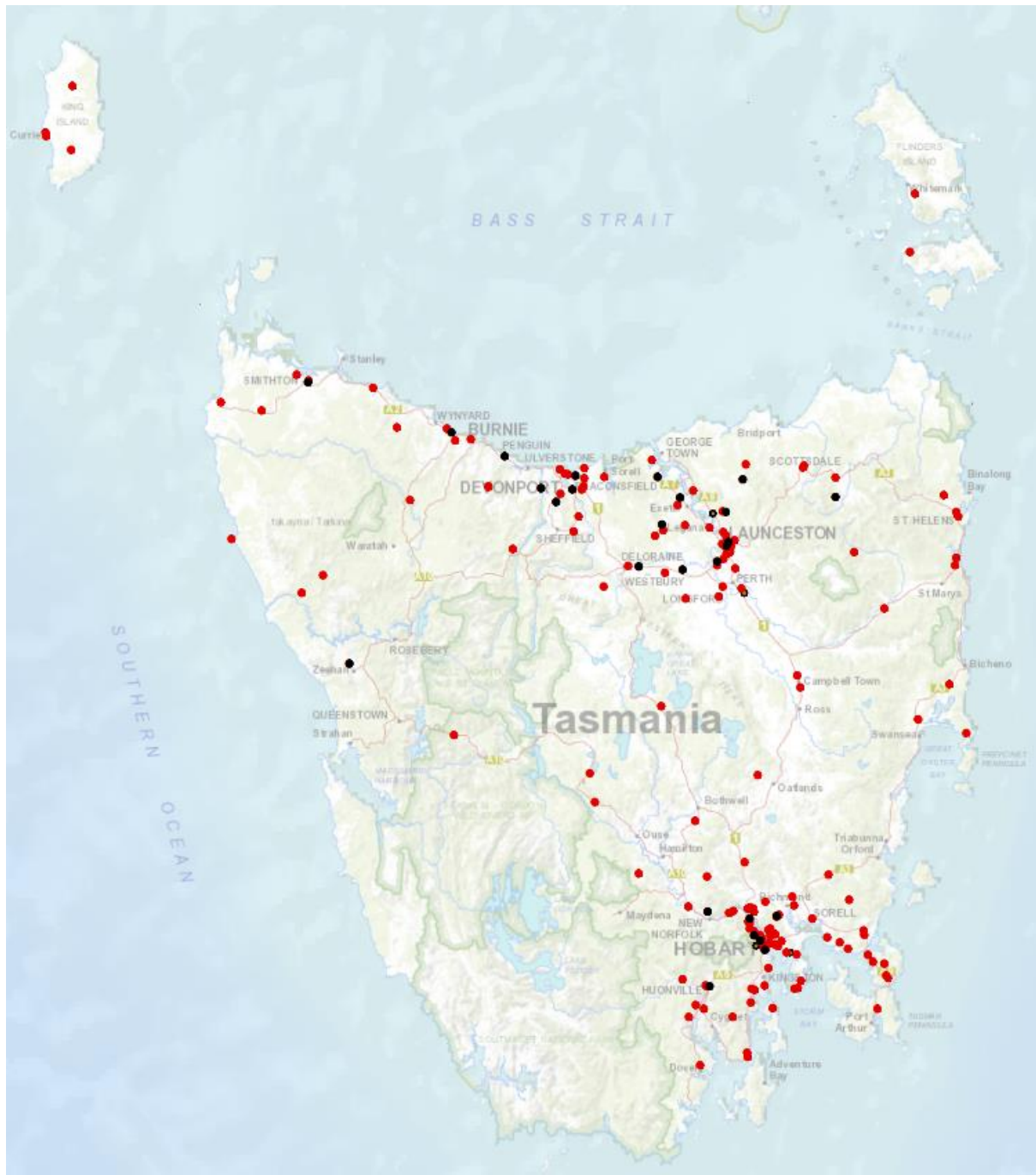
Other includes crash types: on-path (2%), overtaking (6%), passenger & miscellaneous (2%)

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



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

Serious Casualty locations as @ 30 September 2018 (Black = Fatality, Red = Serious Injury)



Priority Actions 2017-2019



Safe Road Users

- Improve the Graduated Licensing System to reduce serious casualties for young road users (17-25 year olds).
- Introduce safety initiatives to reduce motorcyclist serious casualties.
- Promote safer road user behaviour through education and enforcement.



Safe Roads and Roadsides

- Reduce run-off-road and head-on crashes through improved infrastructure.
- Reduce the severity of intersection crashes through improved infrastructure treatments.
- Embrace safe system thinking in road design.
- Reduce serious casualties through improved delineation such as line marking.



Safe Vehicles

- Improve the star rating of Tasmania's vehicle fleet to include vehicles with better safety features.
- Increase the number of motorcycles with ABS.



Safe Speeds

- Introduce more appropriate speed limits to reduce serious casualties.
- Increase enforcement through technology to reduce speed related serious casualty crashes.

Progress on projects

Action Plan 2017-2019




Safe Road Users




Key

- on schedule, progressing well, low risk
- delayed, some issues identified, medium risk
- major delays/on hold, major issues, high risk
- not yet commenced




Project	Responsibility	Status	Milestones achieved	Milestones planned	Comments	Budget Life of project \$	YTD 2018/19 \$
GLS Implementation <i>Following on from GLS Review</i>	Road Safety, State Growth	●	<p>Progressing and finalising papers as part of the Process Review.</p> <p>Finalising the Request for Proposal (RFP) and submitting to Crown Law.</p> <p>Finalising the policy changes paper for options on peer passenger restrictions and consideration of other aspects of the policy proposals agreed to by RSAC.</p>	<p>RSAC endorsement of peer passenger restrictions sought at November meeting.</p> <p>Following this, a package will be provided early 2019 to the Minister on the proposed changes to the GLS and supporting best practice education communication package.</p>	<p>Implementation and change management will be a major factor in achieving successful outputs and outcomes for the Project.</p> <p>The Project Team will be starting work on these milestones ahead of schedule to allow for adequate consideration of how policy implementation will be managed.</p> <p>The Process Review will conclude in January 2019. This aligns with bringing an agency on board in early 2019, and the Government announcement of the new GLS in the first quarter of 2019 (January to March 2019).</p>	3,000,000	14,252




New motorcycle training and assessment program	Registration & Licensing, State Growth		<p>The progressive roll out of the new Motorcycle and Assessment Program has concluded with the commencement of the Program in the North on 8 January 2018.</p> <p>A transitional training program has been implemented in all regions.</p> <p>The new training film demonstrating the safety benefits of the new Program and the top 5 motorcycle crashes has been developed and released.</p> <p>A communication strategy has been implemented to ensure all existing motorcycle learner licence holders affected by the transitional arrangements are notified.</p>	<p>Finalise the development of the auditing and compliance monitoring framework including the resourcing requirements, structure and governance.</p> <p>Commence scoping the Longitudinal Study that will look to evaluate the new Program and any potential linkages to crash statistics in the future.</p> <p>Implementation of the electronic results portal has been delayed until end 2018/early 2019. The results portal interfaces directly with the Motor Registry System to enable instant result reporting for licencing upgrades and provides real time confirmation of licensing eligibility.</p>	<p>Implementation Project complete.</p> <p>The Grant Deed established to fund the transitional arrangements is ongoing until end 2019.</p> <p>Demand for the new motorcycle training and assessment program is significantly lower than the previous training regime. As at the end of September, the figures are between 50% and 60% compared to previous years.</p>	810,000	713,357 (Life of project)
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Towards Zero Enforcement Project - Introduce rear-facing automated speed cameras	Tasmania Police		<p>The current speed camera provider has submitted a costed design to reconfigure the fixed speed camera asset to rear-facing.</p> <p>A cost estimate to perform the in-ground works is pending.</p> <p>Consent of the road manager to undertake the road work to support the reconfiguration is pending.</p>	<p>A decision needs to be made in-line with the three following options:</p> <ul style="list-style-type: none"> • Maintain the status quo for the foreseeable future • Invest and reconfigure, or • Phase out fixed speed camera detection. <p>The <i>Speed Enforcement Strategy</i> delivered in 2019 will address the above.</p>	Note: Whilst the existing infrastructure can be rotated 180 degrees to provide rear-facing functionality, the technology is not deemed fit-for-purpose.	132,000 To review 5 projects	0
			<p>Development of a <i>Speed Enforcement Strategy</i> has commenced. The Strategy will investigate the introduction of mobile speed camera technology inclusive of rear-facing speed detection.</p> <p>PM has met with leading technology providers.</p> <p>Jurisdictional sweep of speed enforcement capabilities and infrastructure near complete.</p>	<p>Meet with more technology providers.</p> <p>Meet with South Australia and Victoria Police to review speed enforcement program.</p> <p>Complete jurisdictional sweep.</p>	<p>Rear-facing speed cameras can be fixed or housed in cars, tripods or trailers.</p> <p>A trial of Mobile P2P technology (if progressed) will determine if the technology can be used in a rear-facing configuration.</p>		

Towards Zero Enforcement Project - Increased motorcycle-focused enforcement	Tasmania Police		Draft <i>Motorcycle Enforcement & Engagement Strategy</i> developed.	Consultation, negotiation and implementation.	12 month Strategy		
Towards Zero Enforcement Project - Increased enforcement of high-risk behaviours	Tasmania Police		<p>12 month trial of unmarked motorcycle to detect high-risk road behaviours in slow-moving and/or stationary traffic via lane filtering has been approved.</p> <p>Motorcycle has been selected and approval to procure pending.</p> <p><i>Operational Guidelines and Communications Strategy</i> being drafted.</p>	<p>Procure unmarked motorcycle.</p> <p>Commence trial.</p>	There will be considerable public interest and comment in this project.		
			Commenced planning to optimise the use of <i>Automated Number Plate Recognition (ANPR)</i> technology to detect and link number plates with drivers that have previously tested positive for drugs.	<p>Functionality gaps in the databases etc. that support the generation of ANPR Watch-lists (based on positive Oral Fluid Test results) will be identified.</p> <p>A plan to address gaps will be identified and implemented.</p>	Watch-lists based on positive Breath Alcohol Concentration (BAC) detections can be readily generated. In contrast, positive OFT Watch-lists have to be manually created. Given the commitment to double the number of OFT's conducted per year, a more efficient process to create OFT Watch-lists is required the value-add enforcement.		
Promote safe behaviours	EESC, Road Safety, State Growth			Update of <i>I've Been Everywhere</i> campaign used in holiday periods. New	Funding approved by RSAC in May 2017.	Road Safety Levy funding	

through media campaigns				content focus on speeding motorists and motorcyclists. To be launched in December.		\$100,000 (excluding media buy)	
	EESC, Road Safety, State Growth	●		Safety Around Schools campaign to promote drivers slowing to 40km/h in school zones and around school buses.	Funding to be approved by RSAC.	Road Safety Levy funding \$100,000 (excluding media buy)	
	EESC, Road Safety, State Growth	●		Campaign to discourage mobile phone use while driving.	Funding approved by EESC.	MAIB funding \$100,000 (excluding media buy)	
	EESC, Road Safety, State Growth	●		A new anti-drink-driving Real Mates campaign targeted at men aged between 17 and 25.	Funding approved by EESC.	MAIB funding \$80,000 (excluding media buy)	
MAIP Implementation	Road Safety, State Growth	●		Commence implementation of recommendations.	Fixed-term Band 5 Policy Officer recruited. Project planning progressing.	State Growth funded	0
Distance makes the Difference campaign Stage 2	Road Safety, State Growth	●			Phase 2 continues to be well received. Outdoor billboards were installed on the Bass Highway at Latrobe and Somerset in early October. A State wide TV advertising campaign also started in early October. All activity is scheduled to conclude in March 2019.	400,000	336,670 (Life of project)




Tourist road safety campaign – Phase 2 (2017-2019)	Road Safety, State Growth		Visiting drivers' website launched December 2017. 6 x 15 second films running in Hobart Airport and other key locations. Collateral continues to be distributed. Extending messaging through stakeholder networks. Seasonal worker campaign launched in December 2017. Workshops with rental car companies took place in May and June 2018.	Release of two new motorcycle films and updated Enjoy your ride guide in late September/early October 2018. Updated material be released from November 2018. An announcement date is still to be confirmed.	New material has been developed with input from stakeholders for: <ul style="list-style-type: none"> • Visiting drivers • New Tasmanians • Visiting motorcyclists The new material includes LED and static signs, two videos and a range of printed collateral. Distribution and channels continue to grow with the support of stakeholders.	650,000	49,637
Community Road Safety Grants Program	Road Safety, State Growth		A further \$200 000 per annum over three years has been approved to continue the Community Road Safety Grants program.	The next funding round for CRSGs will open in February 2019.	Following a review of the Community Road Safety Grants program, recommendations for program improvements are currently being implemented.	200,000 p/a	134,929
Learner Driver Mentor Program and Driver Mentoring Tasmania	Road Safety, State Growth		Funding of \$1 million per annum for the next four years has provided for; LDMPs general program expenses, for funding of Driver Mentoring Tasmania and the purchase of six new 5 star ANCAP vehicles for programs to replace vehicles rated 3 stars or less.	The next funding round for LDMPs general program expenses will open in February 2019.	The Department continues to work with the DMT coordinator to address the systemic challenges suggested in the evaluation report.	500,000 p/a 702,000 approved for 2017/18.	903,482

RYDA program	Road Safety, State Growth		Funding of \$75 000 has been provided to Rotary to deliver the RYDA program in 2018-19. A request for a further \$25000 per annum is currently with the Minister for decision.	Funding will again be provided for 2019-20 in June 2018 following the receipt of a succinct evaluation and acquittal.	An additional \$25 000 per annum will assist in implementing program enhancements and support a raise in operational costs.	100,000	75,000
RACT and Bicycle Network	Road Safety, State Growth		The RACT and Bicycle Network have been provided with \$100 000 and \$90 000 per annum respectively to deliver a suite of road safety programs and for cycling safety in schools.	Funding will again be provided for 2019-20 in June 2018 following the receipt of a succinct evaluation and acquittal.	The RACT and Bicycle Network have been provided with \$100 000 and \$90 000 per annum respectively to deliver a suite of road safety programs and for cycling safety in schools.	190,000	90,000
Safety around Schools	Road Safety, State Growth		On 21 August 2018 RSAC endorsed \$300 000 from the Road Safety Levy to develop and implement a Safety around Schools project, following a request from the Minister to review the Back to School campaign. A Safety around Schools campaign concept has been developed and approved upon internally.	Over the next quarter the campaign will be produced and key stakeholders (including the Department of Education and Tasmania Police) will be consulted on distribution. The campaign will commence prior to Term 1 2019.	The campaign will have a dual focus over three years: encouraging drivers to slow down in school zones and around school buses, and targeting students to be road safe. Iterations of the campaign will continue for three calendar years. Road Safety is currently awaiting a costing document in order to proceed with the work.	\$300 000 p.a. 2019 - 2021	4,094



Safe Roads and Roadsides

Project	Responsibility	Status	Milestones achieved	Milestones planned	Comments	Budget Life of project \$	YTD 2018/19 \$
Building Road Safety Knowledge in Tasmania – Safe system thinking in road design	Road Safety, State Growth		<p>Two Safe System Solution training courses were held in Hobart in September 2018:</p> <ul style="list-style-type: none"> • 1 X Safe System Approach to Road Safety • 1 X Safe System Technical Training <p>Trainings targeted state government, local government and councils and were well attended.</p>	<p>Complete a review of the 2016-2018 training program.</p> <p>Develop a 2019 – 2020 plan.</p>	<p>The \$50,000 noted for Building Road Safety Knowledge in Tasmania – Community Engagement falls within this program.</p> <p>Funding approved by RSAC in March 2018 meeting.</p> <p>Minute to the Minister approved in May 2018.</p>		22,050
Pedestrian safety package – Stage 2	EESC State Growth				RSAC has referred consideration of education about pedestrian distraction from mobile phones to the EESC.	430,000 (additional 35,000 is available from stage 1 residual)	0
Vulnerable Road User Program (VRUP) 2018-19	Road Safety, State Growth		<p>Applications for the 2018-19 sixth round of VRUP have concluded.</p> <p>Advice provided to successful local councils indicating in-principle approval pending final design plans.</p>	<p>Detailed project designs and schedule of works to be submitted by local councils.</p> <p>Final approval to proceed to be given by State Growth.</p>	Councils have shown strong interest in the program – the 2018-19 round was significantly oversubscribed (almost \$1.8 million was sought from local council for project proposals).	750 000	0





				<p>Projects expected to proceed in late 2018/early 2019.</p> <p>RSAC's endorsement will be sought to fund 2019-20 VRUP round. The round is expected to be conducted early 2019 to align with local council infrastructure works programs (subject to funding approval).</p>	<p>Additional funding was approved by the Minister following State Growth's review of the project proposals (bringing total funding for 2018-19 to \$750 000).</p>		
Infrastructure Risk Rating (IRR) Analysis	Road Safety, State Growth		IRR analysis tool procurement process underway.	Receipt of IRR analysis tool (~late 2018).	Funding approved by RSAC at August 2018 meeting. Funding subsequently approved by Minister.	80 000	0
2018-19 audio-tactile line marking maintenance program – local government	State Roads, State Growth			Support local government to optimise the safety performance of road markings (such as through the use of long life, highly visible materials).	Funding approved by RSAC at August 2018 meeting. Funding subsequently approved by Minister.	500 000	0
2018-19 Shoulder sealing program	State Roads, State Growth			<p>Program of shoulder sealing road safety infrastructure improvements to be undertaken.</p> <p>Priority sections of key routes to be targeted.</p>	Funding approved by RSAC at August 2018 meeting. Funding subsequently approved by Minister.	7 million	0



Safe Vehicles




Project	Responsibility	Status	Milestones achieved	Milestones planned	Comments	Budget Life of project \$	YTD
<p>Government Vehicle Fleet Safety Policy Review (Stage 2)</p> <p>Government Business Enterprise (GBE) and State Owned Company (SOC) Fleet Review</p>	Road Safety, State Growth	●	<p>Project planning and scoping complete.</p> <p>Initial desktop analysis of fleet structure complete. Policy options and recommendations drafted.</p> <p>Engaged with Department of Treasury and Finance (Treasury)</p> <p>Ministerial approved advising of formal engagement with GBE and SOCs via Treasury.</p> <p>Engaged with GBE and SOC fleet managers in partnership with Treasury.</p>	<p>Analysis of findings of GBE/SOC fleet feedback.</p> <p>Policy paper to be finalised.</p>		0	NA
<p>Government Vehicle Fleet Safety Policy Review (Stage 3)</p> <p>Promote vehicle fleet safety standards for commercial fleets</p>	Road Safety, State Growth	●	<p>Road Safety Branch attended the LGAT Conference in July and promoted Government policy and vehicle safety to attendees.</p> <p>Road Safety Branch has supported the National Road Safety Partnership (NRSPP) to present on the vehicle as a</p>	Continued collaboration with NRSPP and investigation of opportunities to further promote vehicle fleet safety in the commercial sector.	The outcomes of Stage 2 will also inform the approach to Stage 3 of the project and further engagement with commercial fleets.	0	NA

			workplace at the 2018 WorkSafe Conference.				
ANCAP support	Road Safety, State Growth	●				12,000 p/a	12,088
MotoCAP support	Road Safety, State Growth	●	<p>Attended meeting in August 2018 in which crash test was conducted on a range of poor to good quality motorcycle gear.</p> <p>The Moto-CAP website was launched in September 2018. A number of media events occurred around Australia supporting the launch.</p> <p>The Chair of RSAC released a media statement supporting and promoting the website.</p>	<p>The Road Safety Branch will continue to participate in the Moto-CAP Focus Group.</p> <p>Moto-CAP will continue to test and rate clothing and expand what is currently available on the website.</p>	<p>Moto-CAP aims to crash test clothing and star rate them on protection and comfort.</p> <p>The clothing rating was developed by Deakin University in conjunction with stakeholders from each state, Road User Services, insurance companies and representatives from New Zealand.</p>		<p>8 000</p> <p>Funding for each year is based on CPI. No figure confirmed for future funding but should be similar.</p>

Project	Responsibility	Status	Milestones achieved	Milestones planned	Comments	Budget Life of project \$	YTD \$
Development of speed limit setting guidelines	Road Safety, State Growth						
Assessment of speed limits on 100km/h roads	Road Safety, State Roads, State Growth						
Towards Zero Enforcement Project - Review of point to point (P2P) speed cameras on high risk rural roads	Tasmania Police		<p>Trial of Mobile P2P technology approved and trial planning commenced.</p> <p>PM has met with technology providers/trial participants.</p> <p>Funding proposal submitted to RSAC to undertake the works necessary to facilitate the trial.</p>	<p>Trial guidelines complete.</p> <p>Trial sites identified and established.</p> <p>Trial participants invited.</p>	There will be significant public interest in this project.	132,000 To review 5 projects	
Reducing Urban Arterial Speed Limits in Tasmania from 60km/h to 50km/h.	Road Safety State Growth		Project planning and scoping completed.		<p>Remaining roads are low volume (aside from urban arterials) and may have less community support.</p> <p>Road safety benefit not immediate, but would be long term.</p> <p>On hold as not a priority project, but will be progressed as a</p>	TBC	

					demonstration of appropriate speeds.		
Speed Moderation Strategy	Road Safety, State Growth						

Other

Project	Responsibility	Status	Milestones achieved	Milestones planned	Comments	Budget Life of project \$	YTD \$
RSAC and Towards Zero Strategy support	Road Safety, State Growth		Funding for Manager RSAC Secretariat, Senior Project Officer TEB, Chair and Expert sitting fees and operation of RSAC.			Up to 400,000 p/a	73,603
MAIP Transitional arrangements	Registration & Licensing, State Growth		Support for fee waiver.			3,300,000	2,285,284 (Life of project)
Discretionary Activities Fund	Road Safety, State Growth					250,000	2,001
			Motorcycle Safety Demonstration Project: Lake Leake Highway			25 000	0

Funding

Road Safety Levy Overview

As at 30 September 2018

2018/19 Financial Year	
Opening balance as at 1 July 2018	\$12,317,549

Revenue 2018/19	Proposed	Actual (ytd)
Road safety levy collected	\$13,500,000	\$3,601,271
Funds available for distribution	\$10,900,000	\$1,001,271
Total funds available for distribution	\$23,217,549	\$13,318,820

Expenditure	Actual (ytd)
Roads and Roadsides	\$351,677
Policy and Projects	\$1,423,140
Total Expenditure	\$1,774,817

Balance	Forecast	Actual as of 30 September
Closing balance	\$21,442,732	\$11,544,003

Funding of Expenditure (2018/19)		
Remaining allocated funding		
Safe Roads and Roadsides	\$8,241,323	
Policy and Projects	\$5,160,834	
Total remaining allocated funding	\$13,402,157	

Remaining unallocated funding		
Safe Roads and Roadsides	\$0	
Policy and Projects	\$8,040,575	
Total remaining unallocated funding	\$8,040,575	

MAIB Funding

As at 30 September 2018

2017/18 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	336,716	50,409	286,307
Public Education	1,150,273	192,177	958,096
Research	146,085	30,525	115,560
Subtotal	1,633,074	273,111	1,359,963
Expenditure (Tasmania Police)			
Salaries	1,899,312	419,872	1,479,440
Operating Expenses	186,000	33,511	152,489
Equipment	690,469	90,065	600,404
Subtotal	2,775,781	543,449	2,232,332
Total	4,408,855	816,560	3,592,295

Includes Carried Forward of

\$ 43,150 (State Growth)

\$429,547 (Police)
