



Towards Zero Action Plan 2020–2024

Quarterly Progress Report to RSAC as at 30 June 2020

Contents

Progress on meeting Towards Zero Strategy targets.....	3
Serious Casualties	3
Fatalities.....	3
2020 YTD.....	3
Serious Casualties Tasmania – Annual Count, Percentage Split by Quarter and Towards Zero Target	3
Annual fatalities – Rate per 100,000 population.....	4
Progress on meeting MAIB targets.....	5
Fatalities – 12 Month Rolling Total.....	5
Total Serious Claims – 12 Month Rolling Total	5
Statistics.....	6
Serious Casualties by Quarter by Age Group – 12 period moving average	6
Serious Casualties by Quarter by Sex – 12 period moving average	6
Serious Casualties by Quarter by Road User Type – 12 period moving average.....	7
Serious Casualties by Quarter by Speed Zone – 12 period moving average.....	7
Serious Casualties by Quarter by Crash Type (DCA) – 12 period moving average	8
Serious Casualties by Quarter by Urban/Non-Urban – 12 period moving average.....	8
Serious Casualty locations to 31 March 2020 (Black = Fatality, Red = Serious Injury).....	9
Key themes and priority actions 2020-2024	10
Funding of key themes	10
Project status report	11
Progress on key themes	12
Rural roads grants program for local government.....	12
Infrastructure upgrades on low volume State roads	12
Motorcyclist safety on rural roads.....	13
Speed moderation and community engagement strategy.....	13
Safe system knowledge and skills training	13
Targeted infrastructure upgrades in high traffic urban areas.....	14
Vulnerable Road User Program.....	14
Community Road Safety Grants Program.....	14
Trial of innovative technologies.....	15
Innovative infrastructure treatment demonstrations	15
Learner Driver Mentor Program and Driver Mentoring Tasmania	2
Graduated Licensing System Project	2
Motorcyclist Graduated Licensing System review.....	3

Rotary Youth Driver Awareness Program (RYDA)	3
Driving for Jobs Program.....	3
RACT education initiatives	4
Real Mates media campaign	4
Bicycle Network bike education.....	4
Safety arounds schools.....	4
Kidsafe child restraint check program.....	5
Full Gear motorcycle safety project	5
Inattention and distraction	6
Safe behaviour campaigns	7
Mandatory Alcohol Interlock Program (MAIP).....	7
Protective clothing for motorcyclists	7
Road safety penalties review	7
Speed enforcement strategy	8
Enforcement of high-risk behaviours	8
Automated Speed Enforcement Program.....	9
High-risk motorcycling enforcement.....	9
Road Rules Awareness.....	9
Tourist road safety signage program	10
Responsive electronic signage trial.....	10
Tourist education materials	10
Strategic partnerships.....	11
Tourist education at gateway entry points	11
Stakeholder alliances.....	11
Australasian New Car Assessment Program (ANCAP)	13
Safer cars for young drivers.....	13
Autonomous vehicle and crash avoidance readiness.....	13
Workplace driver safety	14
Light vehicle strategy	14

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 2019 was 278, compared to 313 in 2018, a 11.2 per cent decrease. The 2019 figure of 278 is a 11 per cent decrease on the five year serious casualty average of 312.6 (2014-2018).

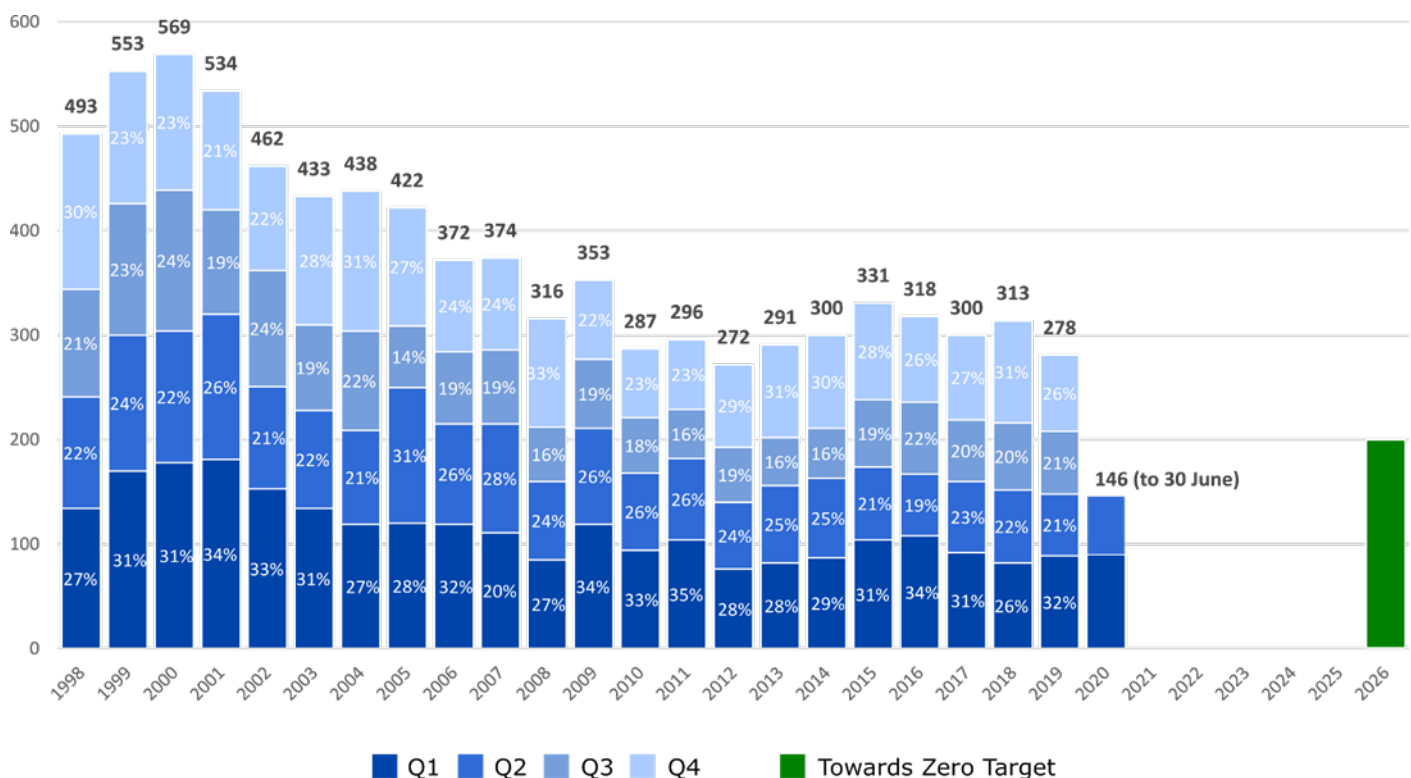
Fatalities

In 2019, there were 29¹ fatalities on Tasmanian roads which is three fewer than the number recorded in 2018. The figure of 29 fatalities in 2019 is a 13.2 per cent decrease on the five year fatalities average of 33.4 (2014-2018).

2020 YTD

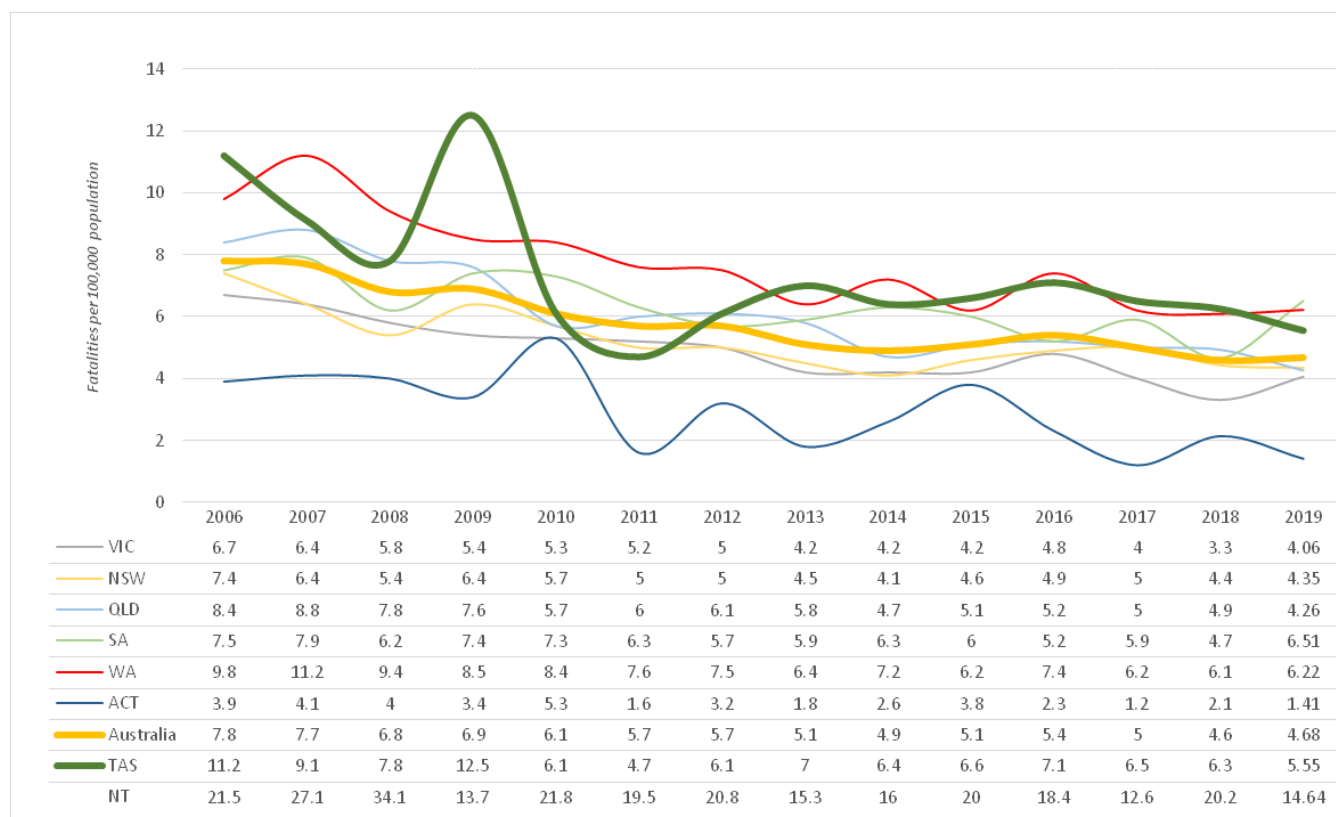
There have been 146 serious casualties (17 fatalities and 129 serious injuries) to 30 June 2020, the same number recorded at the same time last year (16 fatalities and 130 serious injuries) and a decrease of 8.6 per cent on the five year average of 159.8 serious casualties.

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



¹ Coroner findings released since the Q1 2020 Progress Report have determined three of the 2019 fatalities as being the result of natural causes. As per reporting guidelines these deaths have been removed from the road toll, revising the previously reported figure for 2019 of 32 to 29.

Annual fatalities – Rate per 100,000 population



Note: NT omitted from chart for clarity purposes.

Progress on meeting MAIB targets

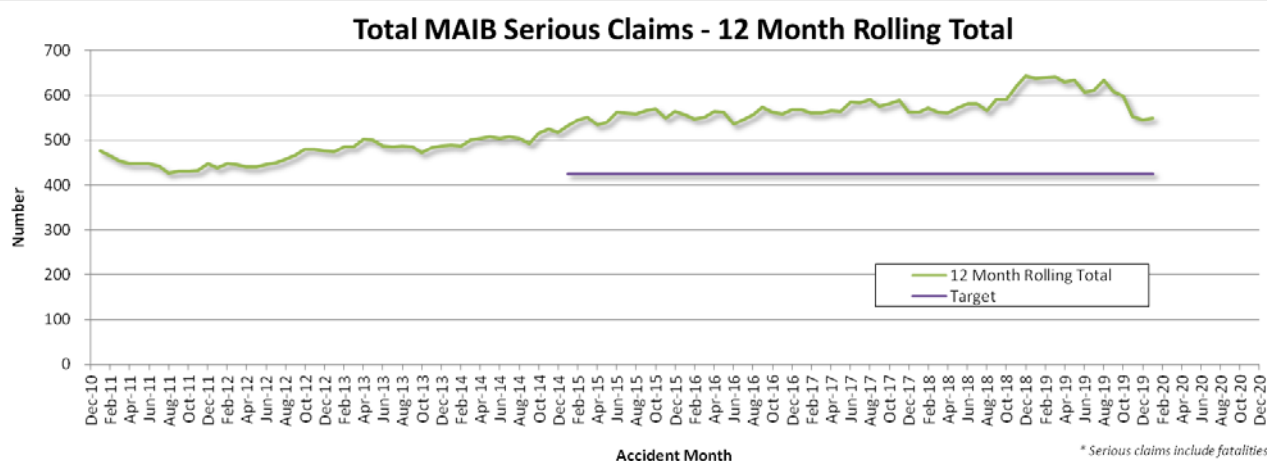
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

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



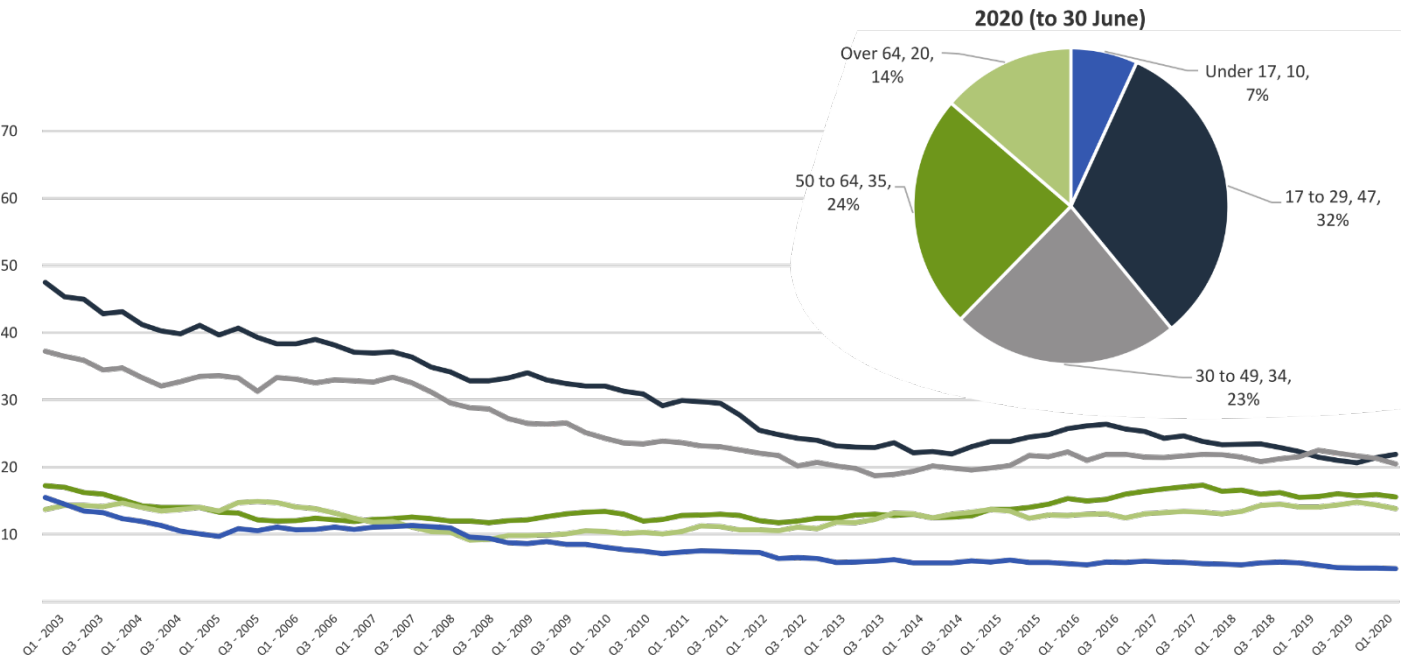
Total Serious Claims – 12 Month Rolling Total



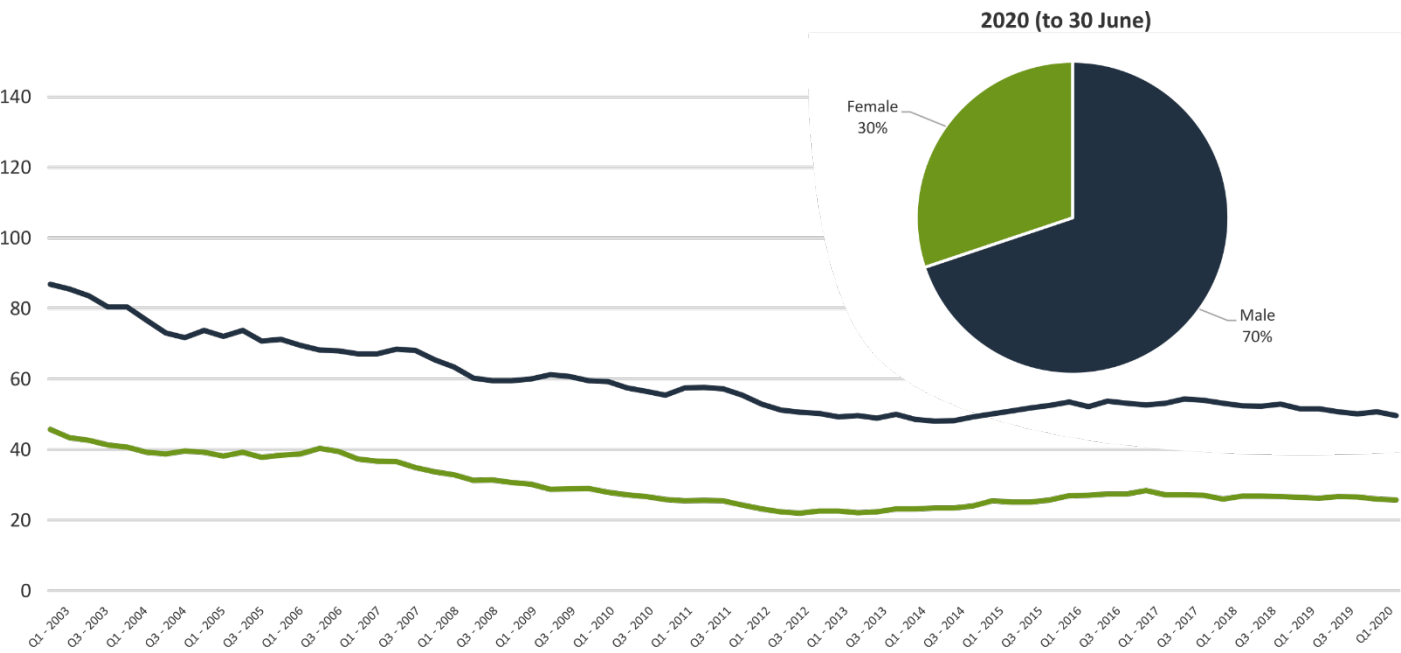
* Serious claims include fatalities

Statistics

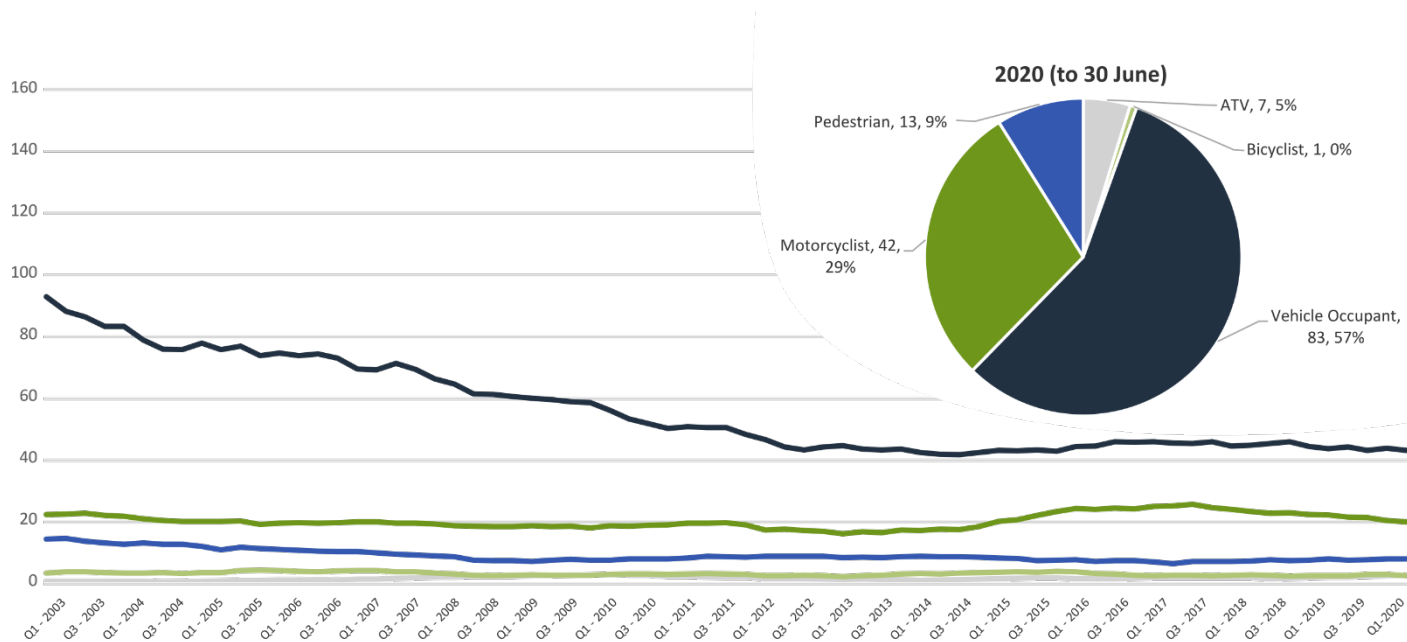
Serious Casualties by Quarter by Age Group – 12 period moving average



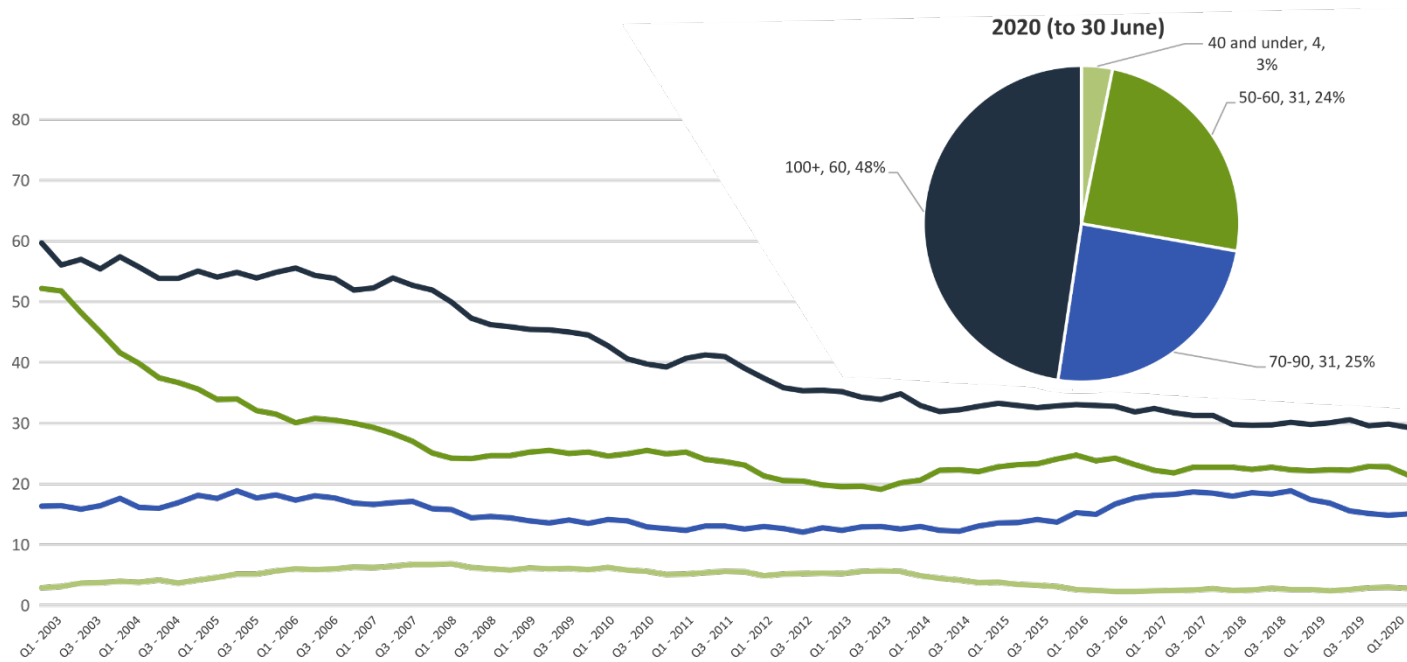
Serious Casualties by Quarter by Sex – 12 period moving average



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

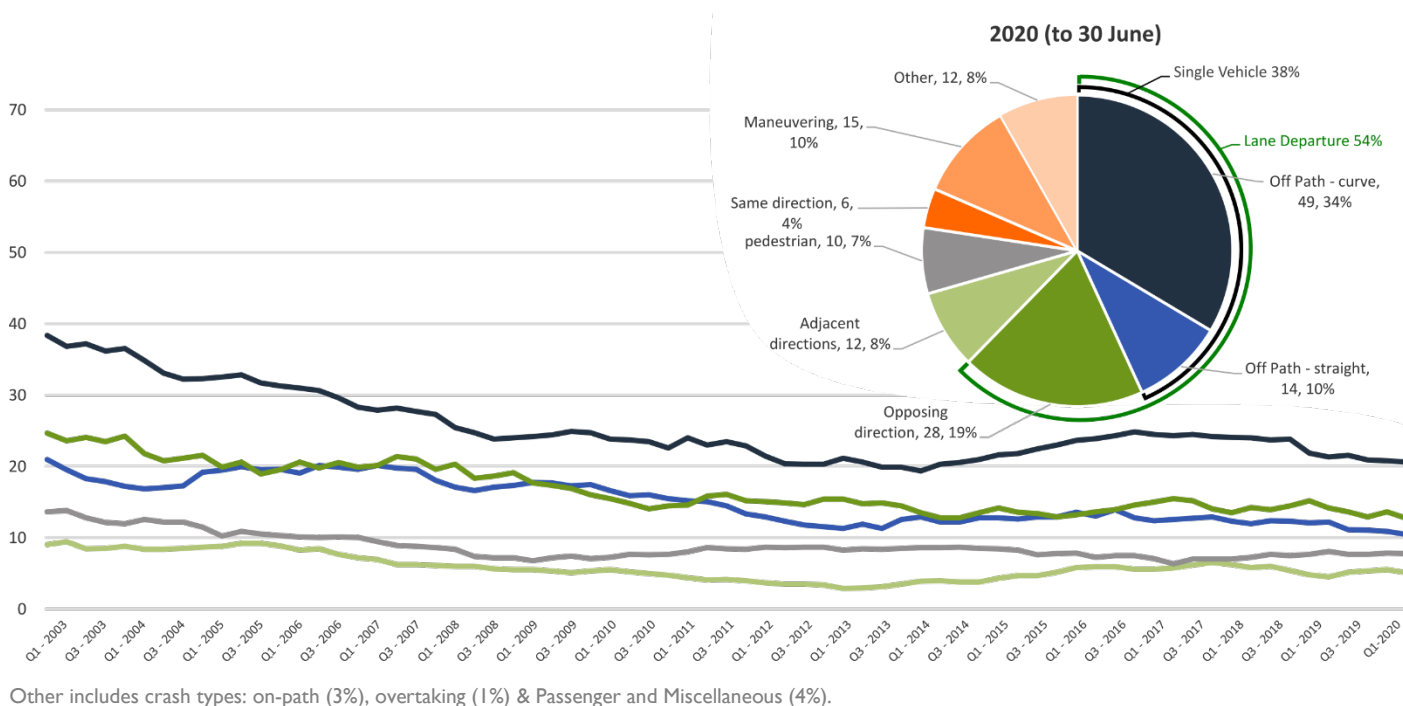


Serious Casualties by Quarter by Speed Zone – 12 period moving average

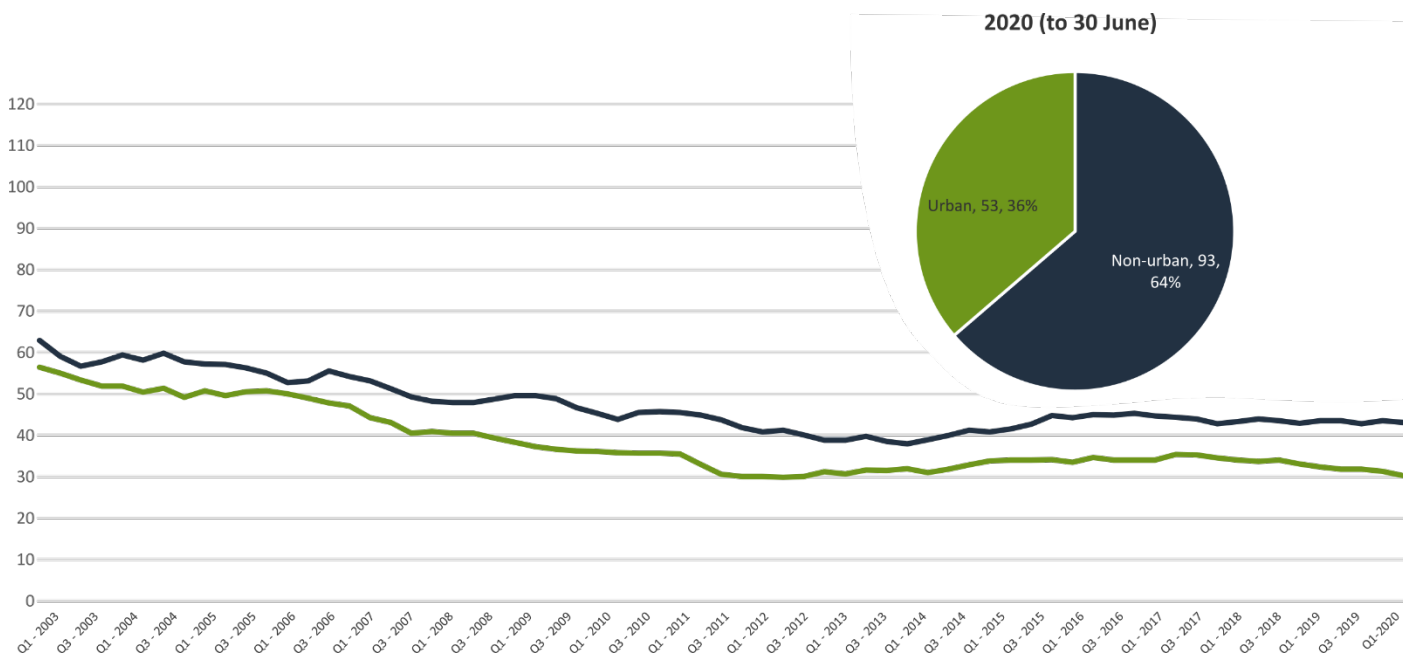


Pie chart excludes serious casualties where speed zone is recorded as 'not known'

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

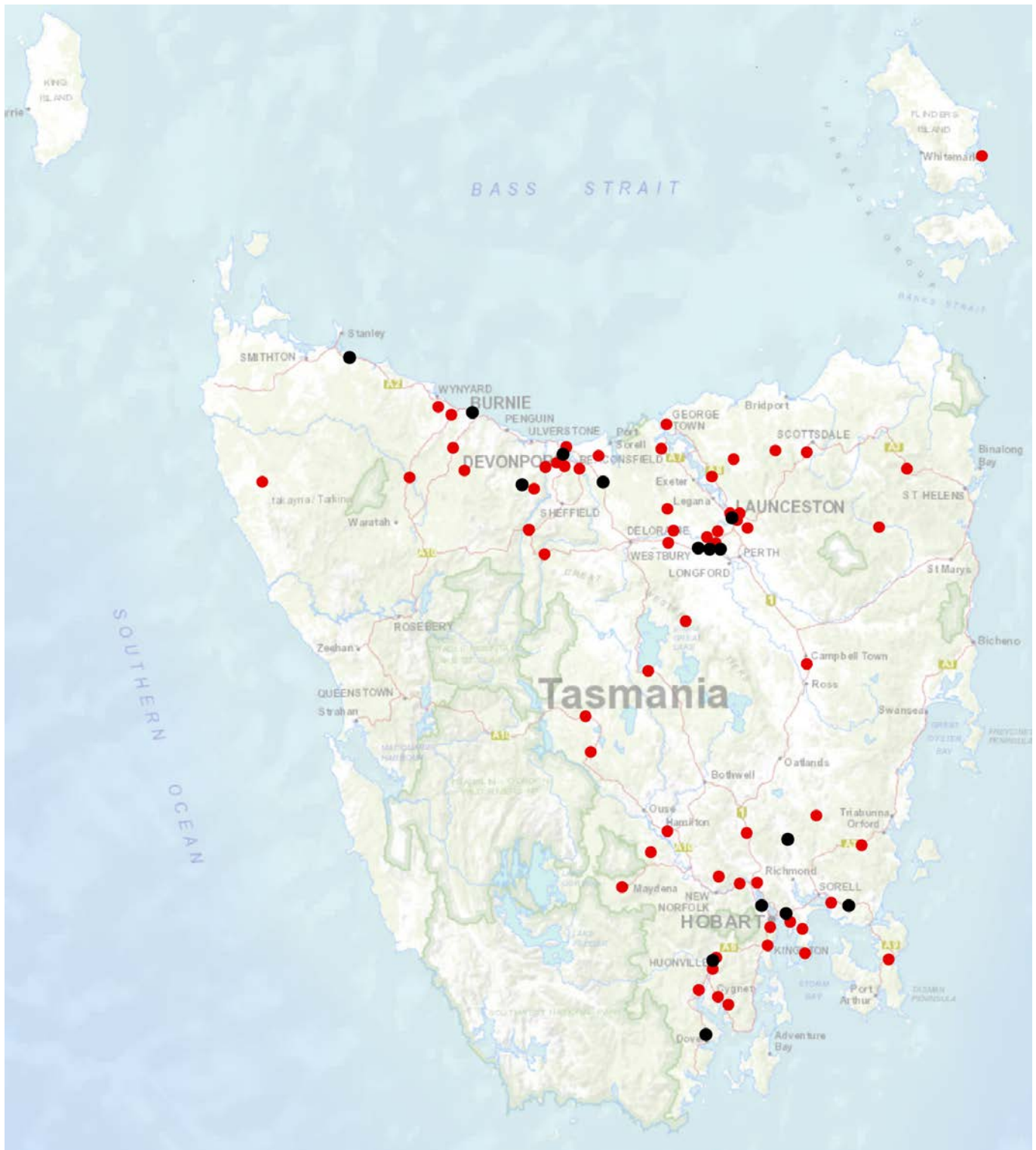


Serious Casualties by Quarter by Urban/Non-Urban – 12 period moving average



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

Serious Casualty locations to 31 March 2020 (Black = Fatality, Red = Serious Injury)



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



Funding for the Towards Zero Action Plan 2020-2024



Project status report

Making our rural roads safer				
Rural road grants program for local government	Delayed		Infrastructure upgrades on low volume State roads	On schedule
Motorcyclist safety on rural roads	On schedule		Speed moderation and community engagement strategy	Not yet commenced
Safe system knowledge and skills training	Delayed			
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	Not yet commenced
Innovative infrastructure treatment demonstrations	Not yet commenced			
Saving young lives				
Learner Driver Mentor Program and Driver Mentoring Tasmania	Delayed		Graduated Licensing System Project for drivers	On schedule
Rotary Youth Driver Awareness Program	Delayed		Driving for Jobs Program	Delayed
RACT education initiatives	Delayed		Real Mates media campaign	On schedule
Bicycle Network bike education	Delayed		Safety around schools	Delayed
Kidsafe child restraint check program	On schedule		Full Gear motorcycle safety project	Delayed
Develop a Graduated Licensing System for motorcyclists	Not yet commenced			
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	On schedule		Speed enforcement strategy	On schedule
Enforcement of high-risk behaviours	On schedule		Automated Speed Enforcement Program	Delayed
High-risk motorcycling enforcement	Not yet commenced		Road Rules Awareness	On schedule
Making visitors safer				
Tourist road safety signage program	On schedule		Responsive electronic signage trial	On schedule
Tourist education materials	Delayed		Strategic partnerships	Delayed
Tourist education at gateway entry points	On hold		Stakeholder alliances	Delayed
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	Not yet commenced			

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
--------	--------------------------------	---------------------------------	----------------------------------	-------------------



60 per cent of fatalities occur in rural areas

Rural roads grants program for local government

This grants program will fund councils to implement mass action infrastructure treatments on their high speed rural road corridors to reduce lane departure crashes and lessen the harm when they do occur.

Comments

The first grants funding round under this grants program was planned for 2020, however commencement may be impacted by COVID 19.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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	
--------	--	--	----------------------------------	--

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 audit of Hollow Tree Road

Road Safety partnered with the Central Highlands Council to conduct a Safe System motorcycle road safety audit of Hollow Tree Road and a stakeholder workshop in February 2020.

The resulting report identified and prioritised a plan of low-cost infrastructure treatments to improve road safety for motorcyclists. Funding up to \$200 000 has now been approved to support these works and the Grant Deed is currently being finalised.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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
--------	--	--	--	-------------------

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

Workshops are planned for 2020. COVID 19 will impact the delivery of face to face workshops and alternative delivery options are being considered such as virtual or other online methods.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--



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. By targeting 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
--------	--	--	--	-------------------

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.

Current situation / comments

The VRUP was increased from \$500 000 per year to \$1 000 000 under this Action Plan. The current round was advertised on 14 February 2020 and submissions closed on 15 April 2020. Twenty-eight applications were received equating to a total funding request of \$1.85 million.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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 2020 round has been completed and applicants have been notified. Successful applicants have been provided with grant deeds.

Status			On schedule/progressing/low risk		
--------	--	--	----------------------------------	--	--

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				Not yet commenced
--------	--	--	--	-------------------

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				Not yet commenced
--------	--	--	--	-------------------



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

LDMPs ceased operation in mid-March due to COVID-19. Programs are preparing to restart in July by implementing protocols and plans that follow health guidelines. State Growth has provided and distributed Personal Protective Equipment (PPE) to all programs including masks, sanitiser and wipes. The 2020 LDMP grant funding round has been completed and applicants have been notified. Grant deeds will be sent to successful applicants in early July.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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 has committed to implementing the changes to the GLS by December 2020.

In June 2020, the Minister for Infrastructure and Transport announced further changes to the GLS to improve the licensing pathway and reduce the cost of getting a driver licence. This includes: creation of one learner period (removal of L1 and L2 stages, which followed the removal of the L2 Practical Driving Assessment due to COVID-19 restrictions); creation of one learner and one provisional licence card respectively; new speed restrictions for learner and P1 drivers; new Safer Driver Reward; introduction of P plates for P2 drivers (green P on white background); and mobile phone ban (including hands-free) for learner and P1 drivers. Further information on these changes will be provided in an August 2020 RSAC paper.

Complementing the changes will be the new online learning platform, public education campaign and supporting materials and resources. Work commenced on these key deliverables in March 2020. Due to COVID-19 restrictions, the GLS Project Team has had to work with the external provider to reframe project activity. This has meant conducting research activity online, instead of face-to-face.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

Motorcyclist Graduated Licensing System review

This project will evaluate the benefits of a new 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

To commence 2022.

Status				Not yet commenced
--------	--	--	--	-------------------

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

RYDA is scheduled towards end of Term 3 and Term 4. There are currently no changes to this as a result of COVID-19 but State Growth will work with Rotary closer to the date to identify any impacts on the program.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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 commenced as a pilot at Jordan River Learning Federation (JRLF). Significant work has been undertaken between the Department of State Growth and the Department of Education to formalise the partnership to deliver and expand the Dfj Program over the next five years (2020-24). A funding agreement has been signed by both agencies. Dfj guidelines have been developed as well as investigation into other suitable schools to expand the Program into. A statement of duties for the Program Co-ordinator role has also been developed which can be used for expansion of the Program into other schools.

The Dfj Program commenced at JRLF at the beginning of term one but was suspended due to COVID-19 in March 2020. The Program will recommence operation at the commencement of term three. In addition, the

program is being expanded utilising the same Program Co-ordinator to include students in Years 10, 11 and 12 from New Norfolk High School from term three. Launceston College and Newstead College are being investigated as options for establishment of a DfJ Program in the northern region.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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

Education initiatives are being rolled out by the RACT as per their grant deed agreement. It is expected program delivery will be impacted due to COVID-19.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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 advertising agency is working on a new phase for the campaign, including exploring new ways to promote the message through a third party.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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 Bike Network has completed reporting requirements for 2019-20 and a new agreed plan for activities in 2020-21 has been reached. Workshops and other activities can proceed as usual within health guidelines.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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 Campaign was not active for Term 2 due to low student attendance as a result of COVID-19. The campaign is now continuing for Term three and four as originally planned.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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 is conducting one-on-one child restraint checks due to COVID-19 and supporting parents and carers with child restraint information.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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 program has continued to address dangerous motorcycle riding by young people in the Glenorchy municipality. The program commenced at the beginning of the year with six participants, however Bucaan House is currently closed due to COVID-19 and therefore the safety component is on hold. Participants continue to gain experience on their learner licence until restrictions are lifted.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--



ENCOURAGING SAFER ROAD USE



29%
SPEED



24%
ALCOHOL OR DRUGS



24%
DISTRACTION



9%
SEATBELT NOT USED



4%
FATIGUE

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

The 'Leave Your Phone Alone' campaign continues to warn drivers of the dangers of using a mobile phone while driving.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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

Market research to evaluate of the *Drive Safe/We've Been Everywhere* campaign used during holiday periods showed it was not fulfilling its objective of creating the impression of a high probability Police would catch unsafe drivers.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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. 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			
--------	--------------------------------	--	--	--

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.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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

Initial analysis has been undertaken comparing Tasmania's road safety related penalties to those in other jurisdictions.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

Speed enforcement strategy

Tasmania Police have prepared a speed enforcement strategy and will enact new speed enforcement techniques to increase the rate of detection and enforcement. Tasmania Police record speeding offences, however, there is no general monitoring of speed limit compliance. Improved reporting needs to be developed to better understand the issue of speeding.

Current situation / comments

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.

In April 2020, Tasmania Police commenced the replacement of its 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	
--------	--	--	----------------------------------	--

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	
--------	--	--	----------------------------------	--

Automated Speed Enforcement Program

Speed cameras are 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

Analysis has been undertaken detailing the potential road safety benefits, expected costs, and projected infringement revenues for consideration by the Automated Speed Enforcement Steering Committee (ASESC). The project has been temporarily paused due to COVID 19.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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
--------	--	--	--	-------------------

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

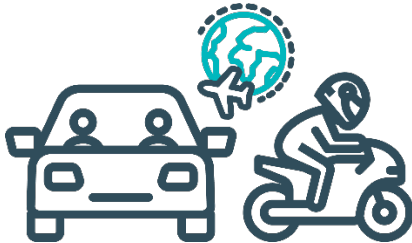
A comprehensive community education campaign communicating the new emergency vehicle passing rule has recently concluded. This included the launch of an education campaign on television and radio, in print media, and on billboards and the back of buses. The campaign ran for a period of seven months and will be subject to an upcoming evaluation.

The *Road Rules Handbook* and the *Five More Misunderstood Road Rules* pamphlet are distributed to Service Tasmania locations when required.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--



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

The process of installing Tourist road safety signs across the road network continues. This involves the selection of sign locations and confirming messaging in consultation with a range of stakeholders. Signs have been installed on Bruny Island, with sign locations and messaging confirmed in a number of other local government areas. Signs will continue to be installed across the road network, throughout the duration of the Action Plan.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

Responsive electronic signage trial

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

Current situation / comments

Options are being explored around the most appropriate technology and locations for the responsive electronic signage trial. Installation is planned for 2021-2022.

Status			On schedule/progressing/low risk	
--------	--	--	----------------------------------	--

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 will include vehicle hangers, brochures, posters, roadside signs, editorial content, film and digital content.

Current situation / comments

Research undertaken by Tourism Tasmania in relation to the impact of COVID-19 on the tourism sector indicates sizeable growth in both intrastate and interstate visitors (drivers and motorcyclists) intending to holiday in Tasmania over the coming 12 months.

A response to the impact of COVID-19 about tourist related road safety activity is being prepared. The distribution of educational material targeting tourists is currently on hold due to COVID-19. Communications material is being reviewed, refreshed and updated where appropriate. Strategies are in place to utilise stakeholder alliances to develop new content. Commercial and stakeholder distribution networks are currently being reviewed.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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

Building and maintaining stakeholder alliances is an ongoing and embedded strategy. Progress is being made although this is somewhat delayed due to COVID-19. Activity includes continuing to partner with the Spirit of Tasmania, Local Government, industry associations and online media companies.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--

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 will include a range of educational materials, electronic and static signs and billboards.

Current situation / comments

Due to the impact of COVID-19, the distribution of collateral and other educational activity including electronic and static signs and billboards at gateway entry points is currently on hold. Printed collateral remains in stock at gateway locations and strategies are in place to phase in distribution activity when travel resumes.

Status	Major delays/on hold/high risk			
--------	--------------------------------	--	--	--

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

Building and maintaining stakeholder alliances is an ongoing and embedded strategy. COVID-19 has resulted in some activity being put on hold, but it has also provided a good opportunity to work more closely with other stakeholders.

Presentations, consultation and workshops with stakeholders are ongoing. Good progress is being made to build and strengthen alliances with stakeholders from across all levels of government, industry associations, special interest groups and individuals. Regular communication and strengthened relationships are now resulting in opportunities to share information, resources and collaborate on road safety initiatives.

Status		Delayed/some issues/medium risk		
--------	--	---------------------------------	--	--



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	
--------	--	--	----------------------------------	--

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
--------	--	--	--	-------------------

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	
--------	--	--	----------------------------------	--

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.
--------	--	--	--	--------------------

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. A scoping paper will be developed, with the strategy considering KPIs and annual reporting.

Current situation / comments

To commence in late 2020.

Status				Not yet commenced
--------	--	--	--	-------------------

Funding

Road Safety Levy Overview for the Financial Year 2019/20

As at 30 June 2020 (Quarter 4)

Road Safety Levy Opening Summary

Opening Balance as at 01 July 2019	\$	19,628,925
Annual Allocation to Road Safety Operations	\$	2,600,000

Revenue Summary

	Forecast (FY20)	Actual (Y.T.D.)
Motor Accident Insurance Board Funding	\$ 1,522,482	\$ 1,402,156
Revenue Inflows from Registrations	\$ 14,000,876	\$ 15,494,627
Funds Available for Distribution	\$ 32,552,283	\$ 33,925,708

Expenditure Summary

Theme no.	Theme	Forecast (FY20)	Actual (Y.T.D.)
1	Making our Rural Roads Safer	\$ 10,067,689	\$ 8,312,975
2	Improving Safety in our Towns and Cities	\$ 1,547,953	\$ 987,163
3	Saving Young Lives	\$ 2,513,408	\$ 2,511,911
4	Encouraging Safer Road Use	\$ 2,324,807	\$ 1,951,726
5	Making Visitors Safer	\$ 147,000	\$ 43,410
6	Improving Safety Through Vehicles and Technology	\$ 420,000	\$ 12,245
7	General Support	\$ 741,000	\$ 434,905

Budget and Expenditure by Category

	Forecast (FY20)	Actual (Y.T.D.)
Infrastructure Expenditure*	\$ 11,554,828	\$ 9,104,743
Policy & Projects Expenditure*	\$ 6,881,001	\$ 4,110,520

Total Expenditure^	\$ 18,435,829	\$ 14,584,608
---------------------------	----------------------	----------------------

Balance as of 30 June 2020	\$ 15,225,192	\$ 19,341,099
-----------------------------------	----------------------	----------------------

Closing Balance of FY20

\$ 11,868,021 \$ 19,341,099

*Includes four ceasing activities not categorised by Action Plan 2020-24 themes

^includes MAIB expenditure

MAIB Funding

As at 30 June 2020

2019/20 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	348 360	273 483	74 877
Public Education	1 030 387	1 075 278	-44 892
Research	143 735	53 395	90 340
Subtotal	1 522 482	1 402 156	120 325
Expenditure (Tasmania Police)			
Salaries	2 008 482	2 025 578	-17 096
Operating Expenses	182 000	240 794	-58 794
Equipment	394 000	296 336	97 664
Subtotal	2 584 482	2 562 708	21 774
Total	4 106 964	3 964 864	142 099

Includes Carried Forward of

\$196 853 (State Growth)

-\$54 306 (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

© State of Tasmania November 2019