



Towards Zero Action Plan 2020–2024

Quarterly Progress Report to RSAC as at 31 March 2023

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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 2022 was 314, compared to 286 in 2021, a 9.8 per cent increase. The 2022 figure of 314 is a 4.4 per cent increase on the five year serious casualty average of 300.8 (2017-2021).

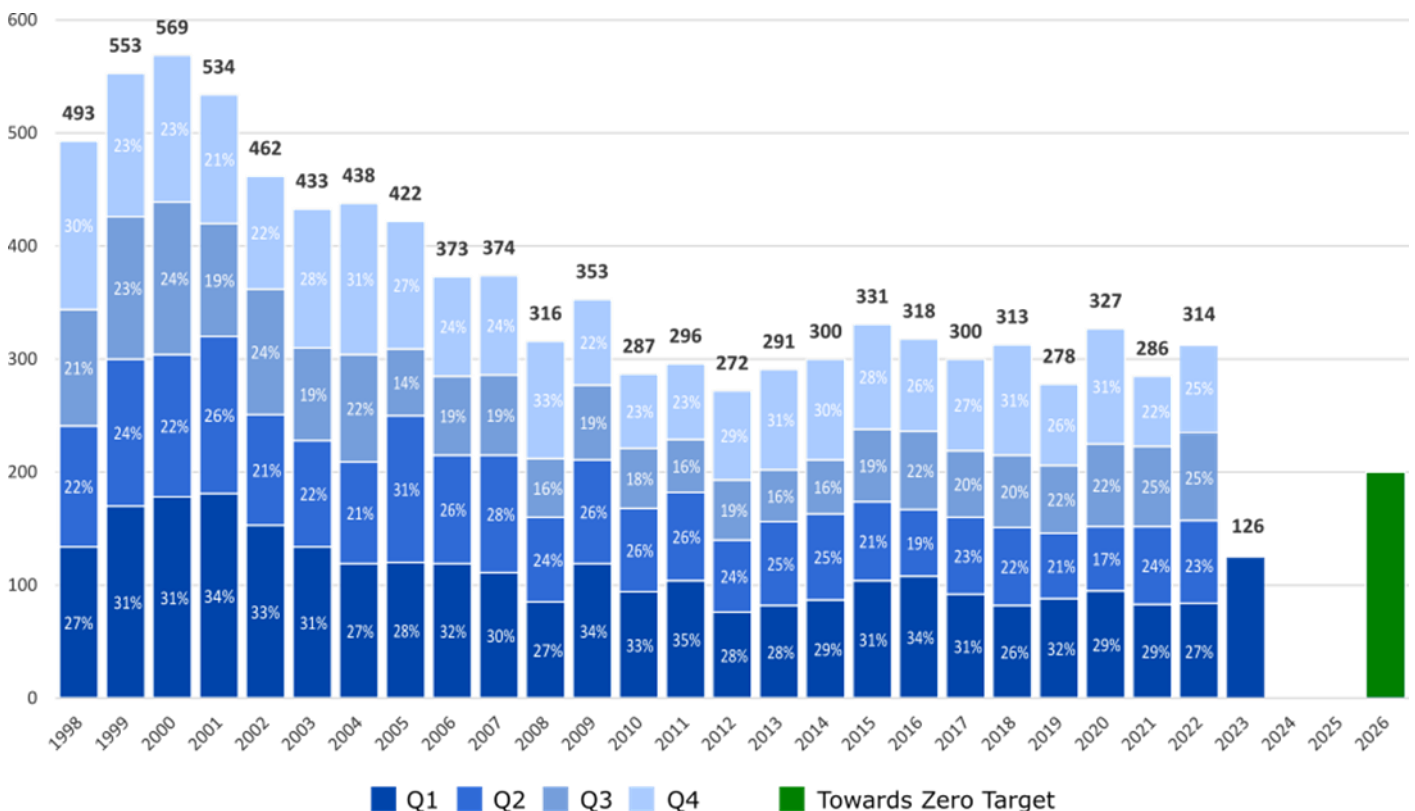
Fatalities

In 2022, there were 51 fatalities on Tasmanian roads which is 16 more than the number recorded in 2021. The figure of 51 fatalities in 2022 is a 53.6 per cent increase on the five-year fatality average of 33.2 (2017-2021).

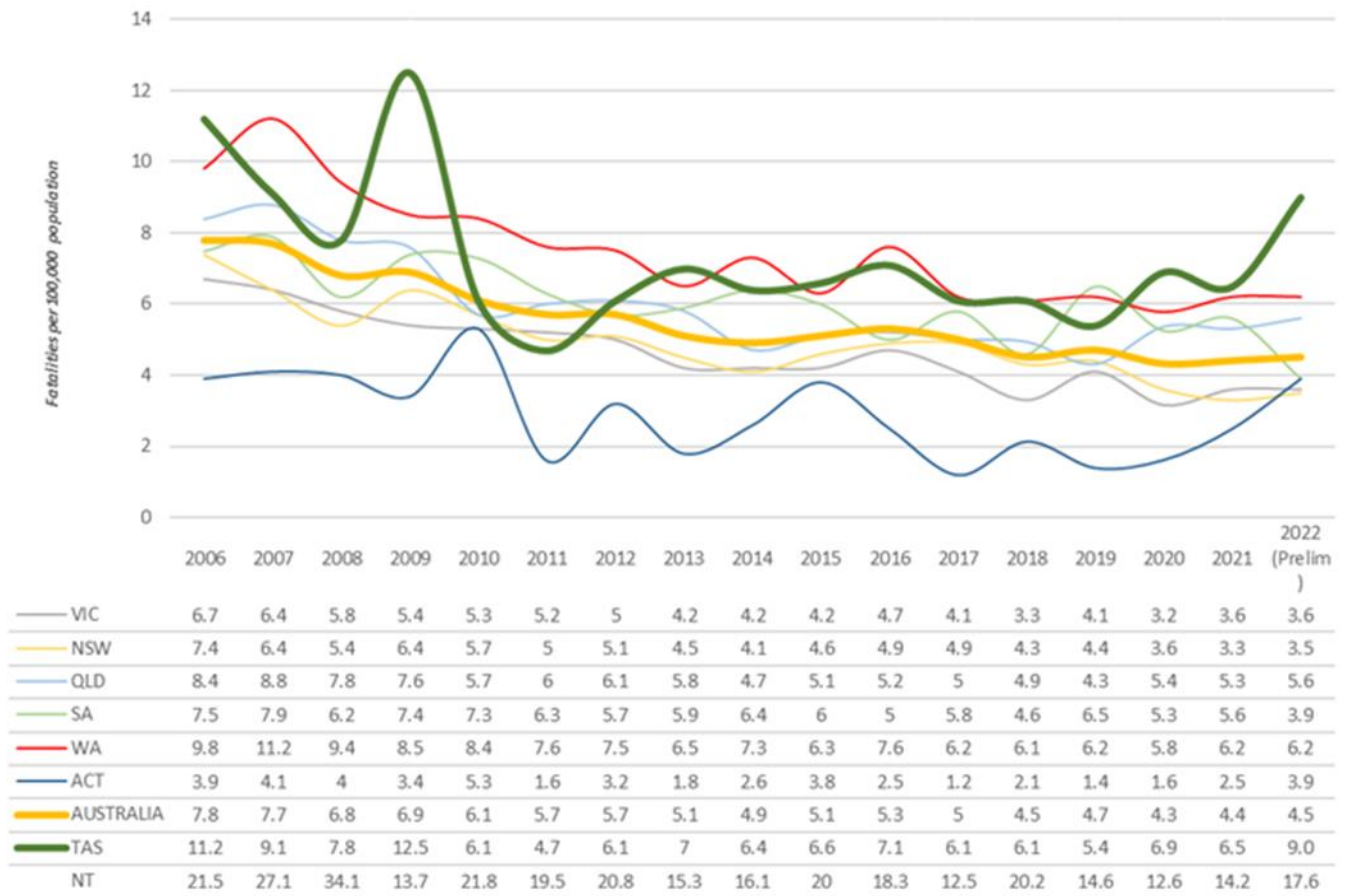
2023 YTD

There have been 126 serious casualties (9 fatalities and 117 serious injuries) to 31 March 2023, 42 more than the number recorded at the same time in 2022 (12 fatalities and 72 serious injuries) and an increase of 45.8 per cent on the five year average of 86.4 serious casualties.

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



Annual fatalities – Rate per 100,000 population



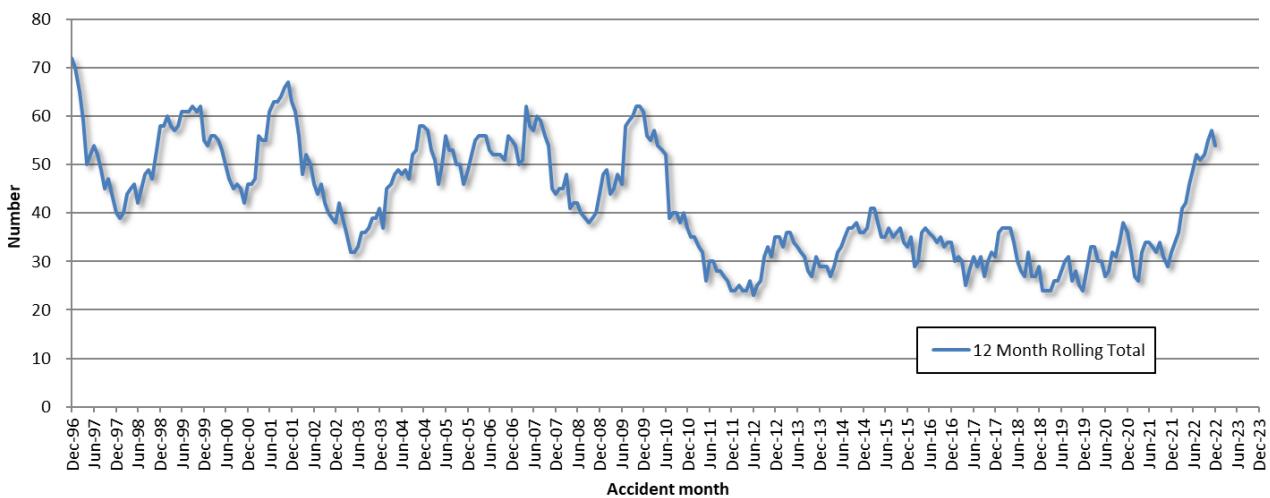
Note: NT omitted from chart for clarity purposes.

Progress on meeting MAIB targets

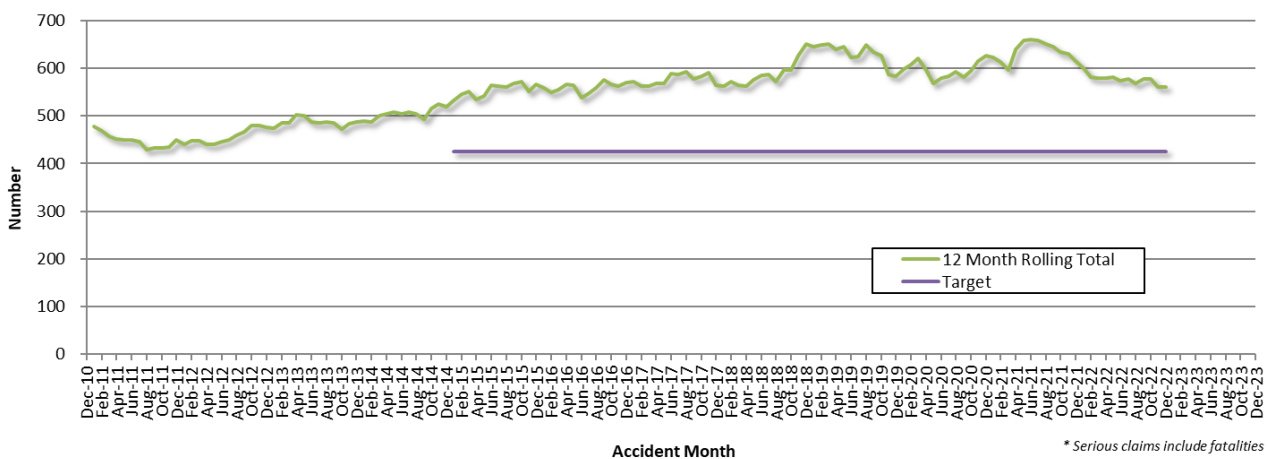
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

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

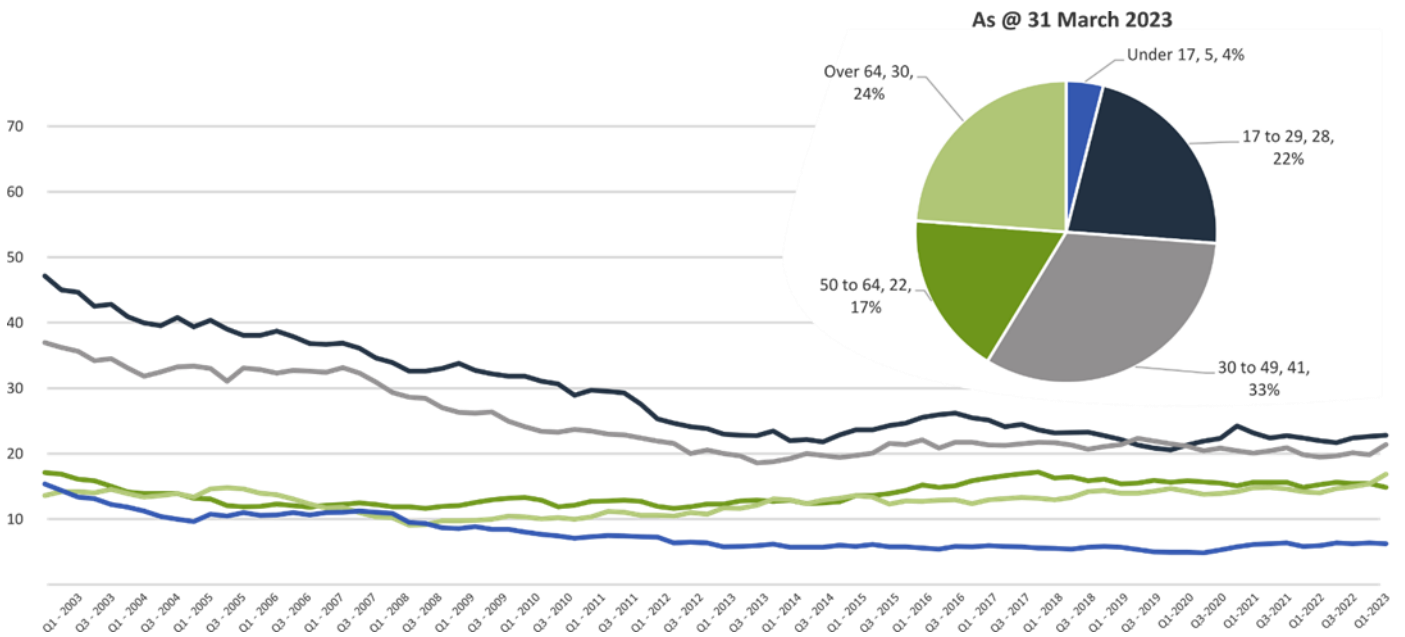


Total Serious Claims – 12 Month Rolling Total

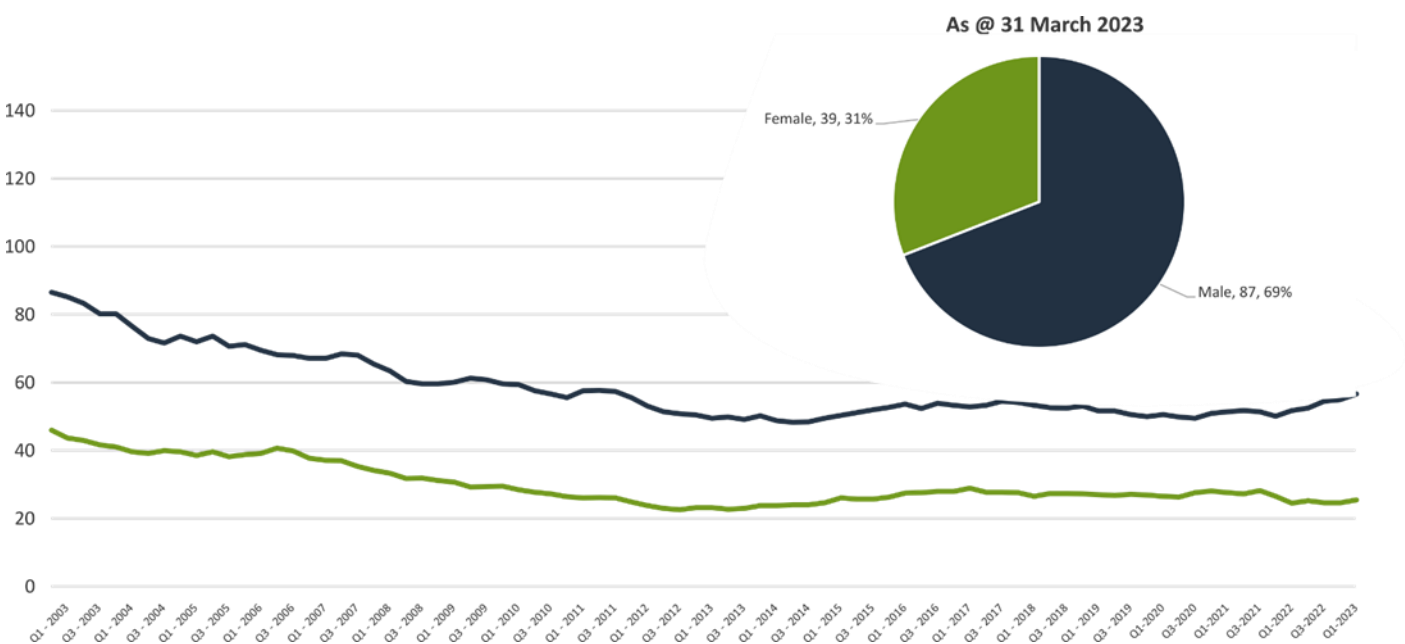


Statistics

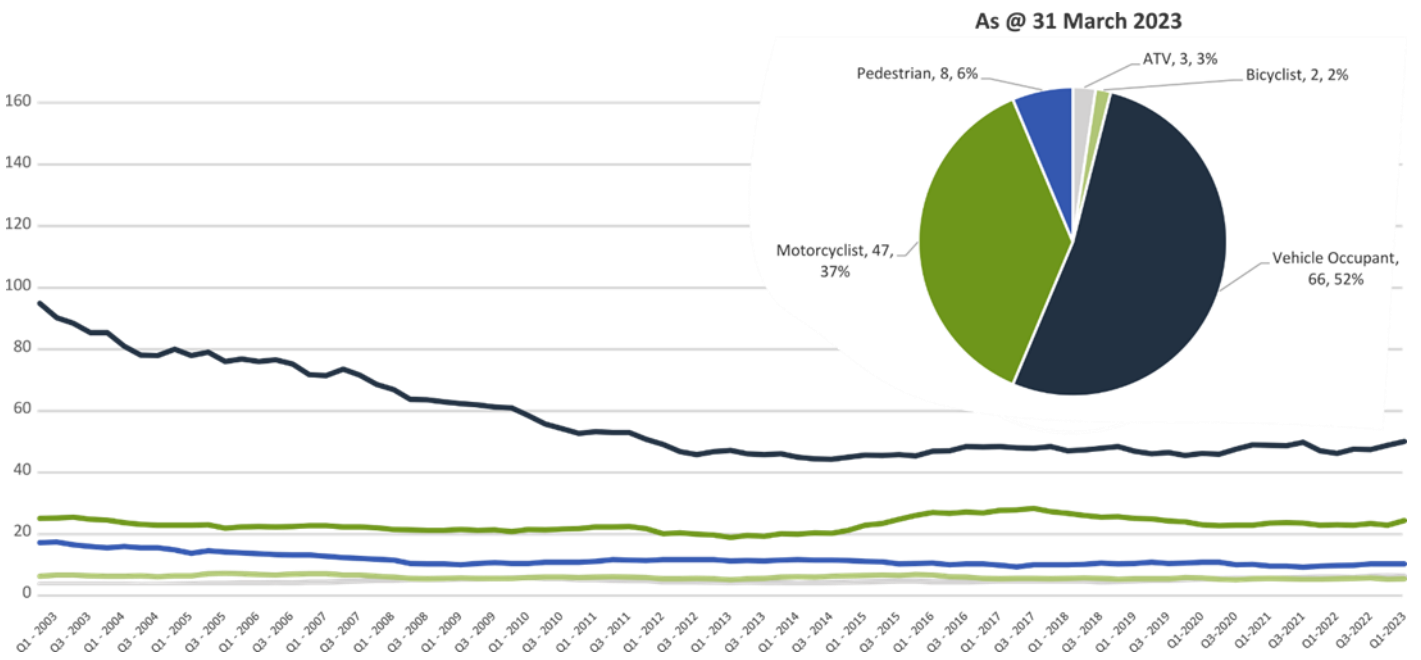
Serious Casualties by Quarter by Age Group – 12 period moving average



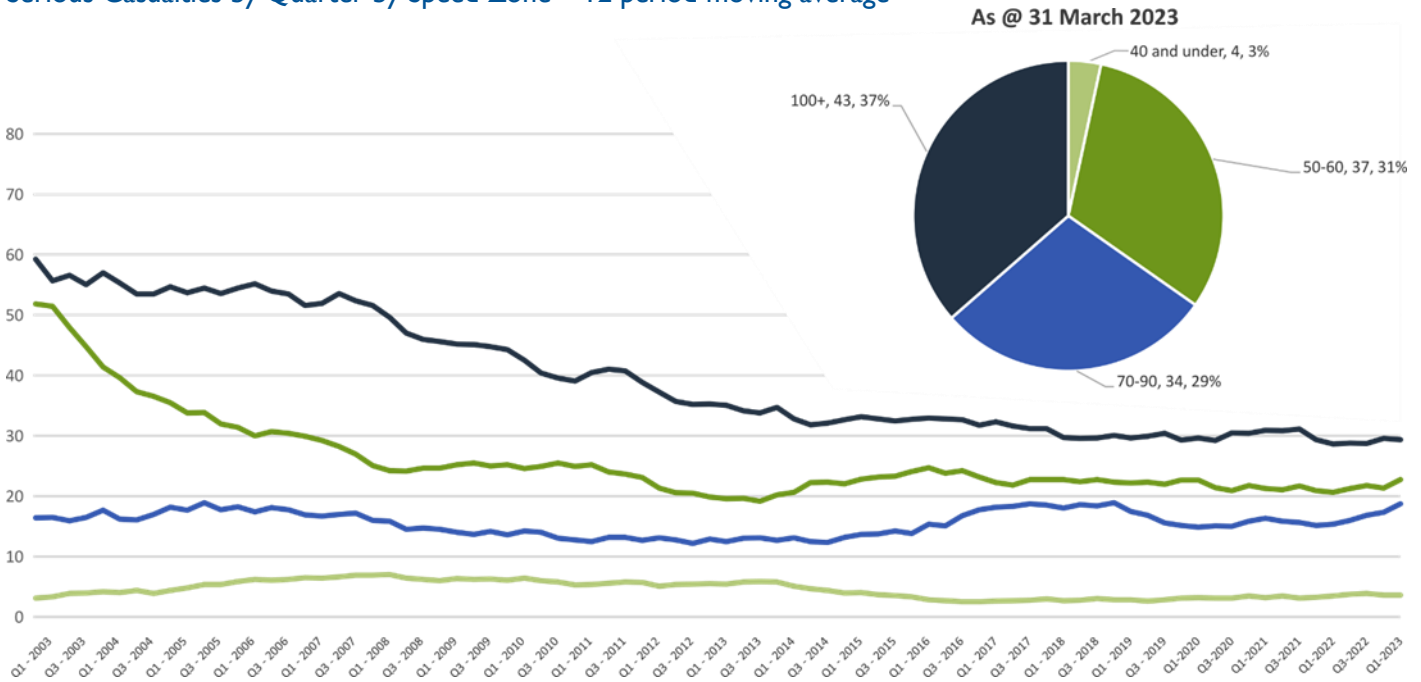
Serious Casualties by Quarter by Sex – 12 period moving average



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

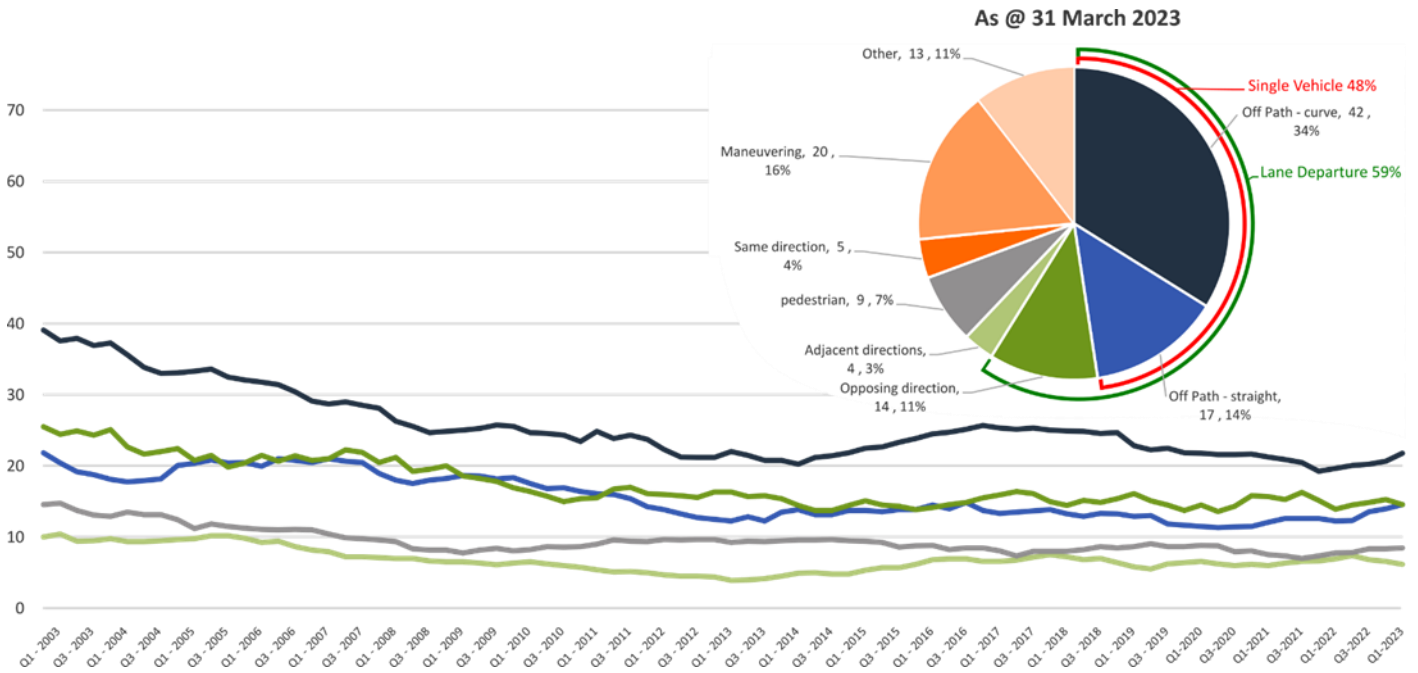


Serious Casualties by Quarter by Speed Zone – 12 period moving average



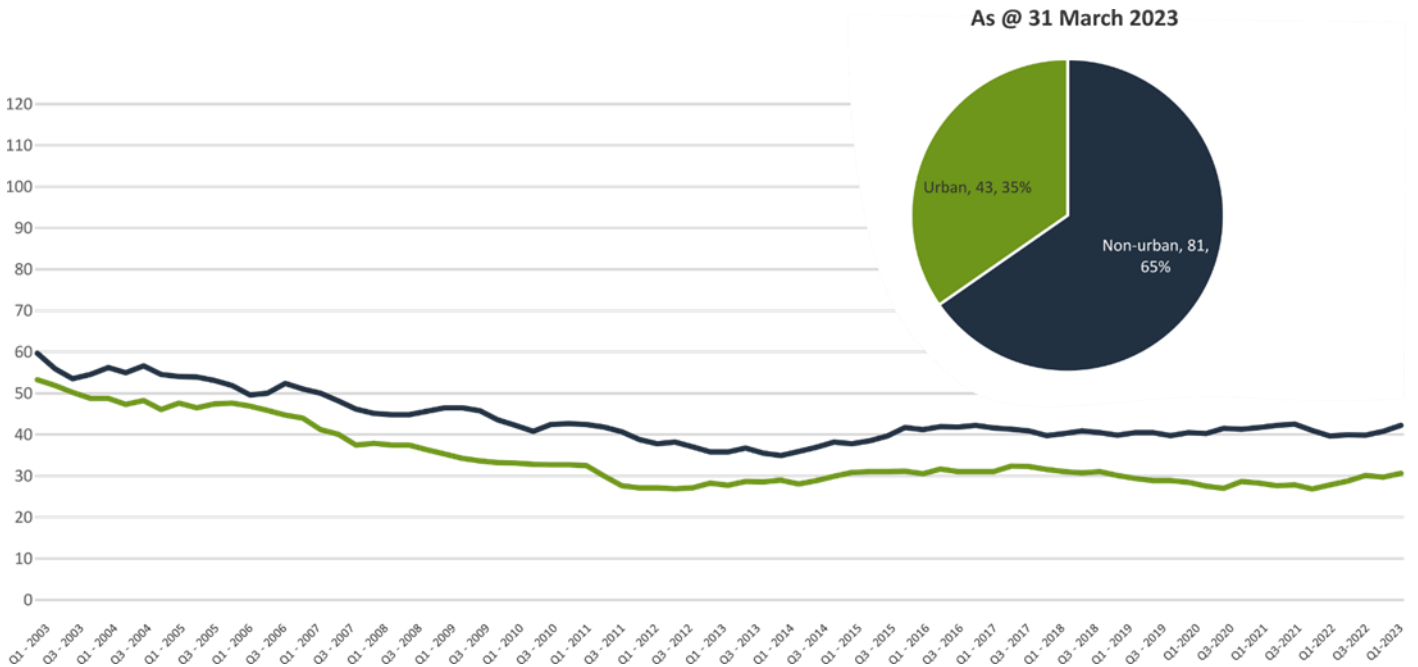
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

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



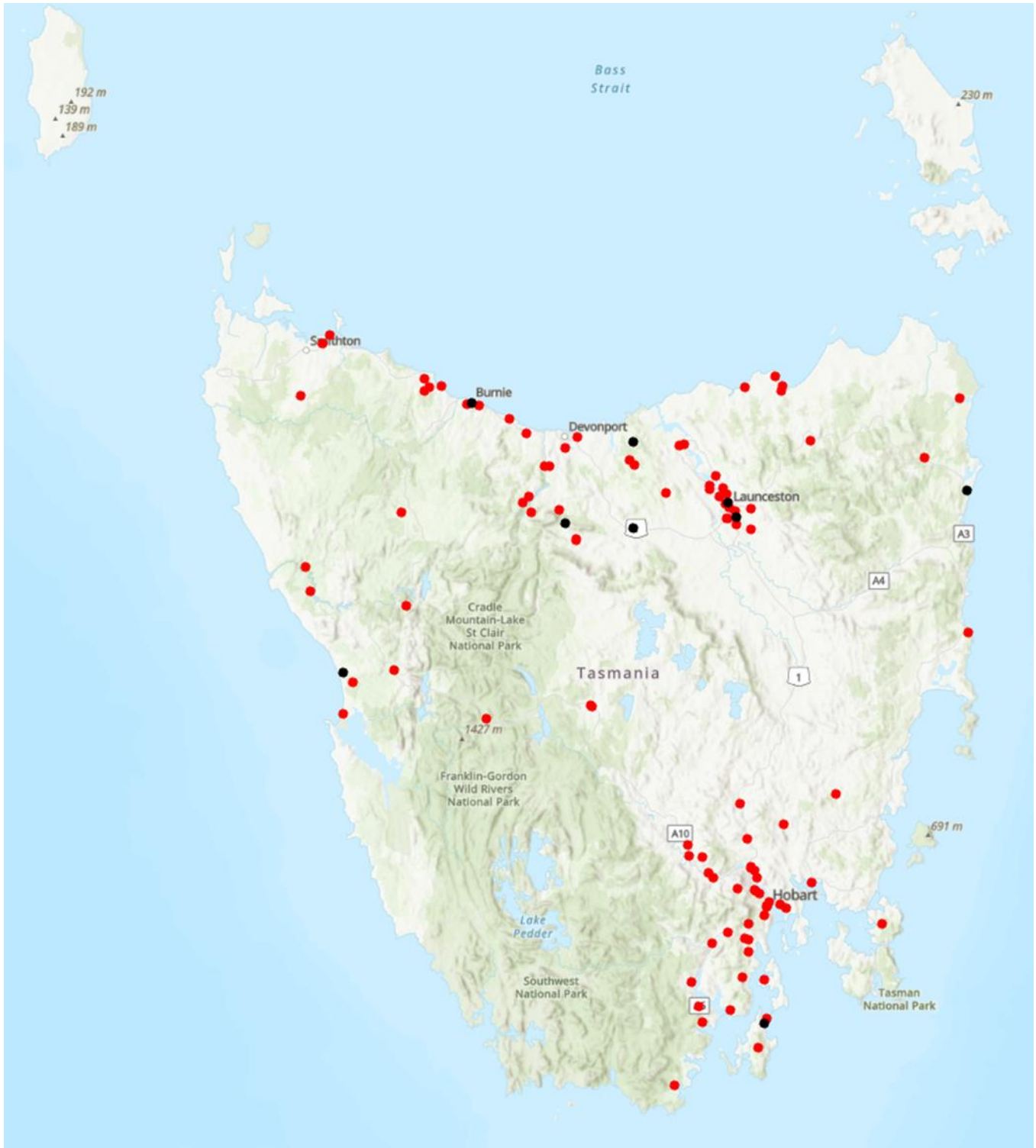
Other includes crash types: overtaking (6%), on-path (2%), & passenger and miscellaneous (2%).

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 to 31 March 2023 (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



Over \$20 million



Over \$12 million



\$2 million



Over \$31 million

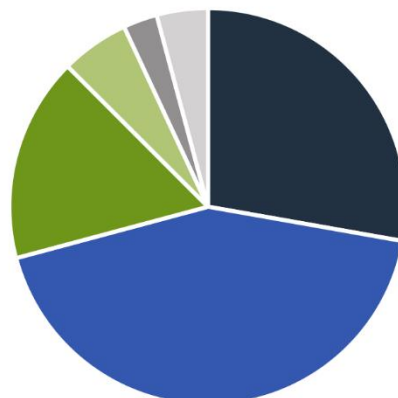


Over \$4 million



Over \$3 million

Funding for the Towards Zero Action Plan 2020-2024



- Making our rural roads safer
- Saving young lives
- Making visitors safer
- Improving safety in our towns and cities
- Encouraging safer road use
- Improving safety through vehicles and technology

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 schedule		Speed moderation and community engagement strategy	On schedule
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	Not yet commenced
Innovative infrastructure treatment demonstrations	Not yet commenced			
Saving young lives				
Learner Driver Mentor Program and Driver Mentoring Tasmania	On schedule		Graduated Licensing System Project for drivers	Complete
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	On schedule		Speed enforcement strategy	On schedule
Enforcement of high-risk behaviours	On schedule		Automated Traffic Enforcement Program	On schedule
High-risk motorcycling enforcement	On schedule		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 safety strategy	On schedule			

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 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.

Current situation / comments

The Australian Government's Road Safety Program (RSP) is a \$3 billion Commonwealth Budget commitment. Under the RSP, Tasmania has been notionally allocated up to \$66 million in funding for small-scale road safety infrastructure projects, to be delivered over five 6-month funding tranches.

The RSP provided valuable additional funding to the SRRP. As a result, two funding rounds were held during the 2020–2021 financial year (FY21).

In FY21, 61 applications were received under the SRRP with 59 receiving funding. The successful projects from FY21 total approximately \$10 million in value. This includes funding of \$5.88 million from the Australian Government's RSP, \$2.45 million from the Road Safety Levy, and \$1.64 million from Local Government co-contributions.

As of 31 March 2023, 52 projects from the FY21 program rounds have been delivered, four projects are in progress and three projects are experiencing delays. There have been no withdrawn projects.

The 2022–2023 funding round for the SRRP opened on 16 January 2023 and closed on 17 March 2023. It makes available \$3.68 million from the Road Safety Levy for successful applicants. The SRRP Assessment Committee is currently assessing applications. Approved works are expected to commence in late 2023.

During 2022, State Growth undertook a review of the SRRP. This review enabled State Growth to identify opportunities for program improvements which were implemented in preparation for the 2022–2023 funding round.

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

At the commencement of the Action Plan \$6.95 million was committed for infrastructure improvements on the Railton Main Road. \$450 000 supported the design and development stage of works and \$6.5 million provided funding for works in the delivery stage.

This package of works included a one metre sealed shoulder with a half-metre unsealed verge, basic right turn treatments at several junctions and safety barrier installations at identified roadside hazards. The Railton Main Road upgrades have now been completed.

This program has also supported the Road Safety Levy co-contributions under Tranche 1 and 3 of the Australian Government’s RSP. This has taken advantage of the opportunity that Australian Government co-funding has presented for targeted shoulder sealing and junction upgrades across Tasmania.

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 countermeasures 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 was provided with a grant deed up to \$200 000 to undertake works on Hollow Tree Road. These works are complete.

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. Installation of treatments on Lake Leake Road commenced on 15 March 2023, starting from the eastern end (near the Lake Leake Road and Tasman Highway junction) and will be installed in order back towards Campbell Town. The engaged contractor has advised State Growth that the installation will take approximately three to four weeks.

An audit of the Channel Highway between Margate and Verona Sands was completed on 6 March 2023. An independent audit report is being prepared for State Growth’s consideration. Once this report is received, a scope of works will be prepared and presented to the RSAC for funding consideration from the Road Safety Levy.

State Growth is developing a strategy for future motorcycle road safety audits to identify potential routes in Tasmania. This strategy was scheduled for delivery in 2022, but due to resource constraints it is now planned for delivery in 2023. Future routes will be selected in consultation with the Tasmanian Motorcycle Council and members of the motorcycling community involved in past audits, taking crash data and route popularity into account.

Status			On schedule/progressing/low risk	
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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, 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

At its November 2022 meeting, the RSAC endorsed a high-level strategic approach to the development of a speed management strategy. State Growth is progressing the development and implementation of the strategy. It is anticipated that the first phase will gather data, information and community sentiment to inform the development of a comprehensive public education campaign.

Status			On schedule/progressing/low risk	
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Safe system knowledge and skills training

This initiative aims to improve Safe System knowledge for all those in a position to influence road safety outcomes. The initiative will focus on Safe System infrastructure design, including appropriate speed setting, and will consist of technical training sessions, workshops and forums across Tasmania.

Current situation / comments

Safe System knowledge and capacity building has been considered within the review of the Safer Rural Roads and Vulnerable Road User programs. As part of this review, State Growth investigated how stronger support can be provided to enable local government to achieve Safe System infrastructure treatments. As part of this review, State Growth also reviewed the tools utilised through these programs to understand how local government officers apply Safe System principles and treatments in practice.

State Growth is now considering options for future training opportunities to support the development of Safe System knowledge and skills across local and state government, including a model that directly supports the Safer Rural Roads and Vulnerable Road User programs.

Funding of \$5 600 was provided to support the City of Hobart in delivering a road safety workshop in June 2022. The workshop brought together road safety research experts, local government, and State Growth and trialled an approach for sharing experiences and knowledge, and provided networking opportunities and a platform to hear the latest in Safe System research and risk assessment tools. This workshop approach is being considered by State Growth for future capacity building sessions.

Funding of \$10 520 was provided to the Tasmanian Bicycle Council to facilitate online training sessions for Tasmanian engineers and planners in designing Safe System compliant cycling lanes/paths. Additionally, funding of \$12 260 has supported Safe System professional capacity building. State Growth also recently provided a Safe System principles

training session on 7 March 2023, to provide 25 employees of State Growth and Tasmania Police with advanced Safe System knowledge.

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

This initiative has not yet commenced and will be considered as part of the mid-term review.

However, funding allocated to this initiative to date, under the Action Plan, has supported the Road Safety Levy co-contributions under Tranche 1 and 3 of the Australian Government’s RSP. This has taken advantage of the opportunity that Australian Government co-funding has presented for targeted shoulder sealing and junction upgrades across Tasmania, and the upgrade of nearly 600 electronic school zone signs across approximately 220 locations.

Approximately \$430 000 supported local road pavement marking in FY22 to improve delineation at over 300 locations across Tasmania.

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.

Additionally, the program has a focus on increasing Safe System knowledge and capacity in local governments. The funding available under the VRUP was increased from \$500 000 to \$1 000 000 per annum, under the current Action Plan.

Current situation / comments

The Australian Government’s RSP has provided valuable additional funding to the VRUP. As a result, three funding rounds were held during FY21. In FY21, 95 applications were received under the VRUP with 71 receiving funding. This includes seven cycling safety-focused projects that all received funding under round three.

The successful projects from FY21 total approximately \$11.58 million in value. This includes funding of \$4.63 million from the Australian Government’s RSP, \$4.70 million from the Road Safety Levy, and \$2.25 million from Local Government co-contributions.

As of 31 March 2023, 52 projects from the FY21 rounds have been delivered, seven projects are in progress and seven projects are experiencing delays. Five projects from the 71 successful projects, valued at \$750 000, have been withdrawn.

The 2022–2023 funding round of the VRUP opened on 16 January 2023 and closed on 17 March 2023. It makes available \$1 million from the Road Safety Levy for successful applicants. The VRUP Assessment Committee is currently assessing applications. Approved works are expected to commence in late 2023.

During 2022, State Growth undertook a review of the VRUP. This review enabled State Growth to identify opportunities for program improvements which were implemented in preparation for the 2022–2023 funding round.

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 to address 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

Funding has been provided to 13 projects as part of the 2022–23 CRSG funding round. All projects have commenced.

The Minister for Infrastructure and Transport recently attended the Deloraine Truck ‘N’ Ute Show, which received funding for the development of a heavy vehicle awareness display. The display was used to demonstrate and build awareness of the size of a truck’s blind spot. The Deloraine Lions Club reported that the display generated positive interactions with truck drivers and other road users at the event.

The Minister also attended an event with Mobility and Accessibility for Children in Australia (MACA) at St Giles in Launceston. MACA received funding to improve the culture of road safety amongst Tasmanian health professionals through comprehensive, evidence-informed training with the goal of improving road safety outcomes for children with disabilities.

The remaining projects include an innovative social media project aimed at educating children and parents on safe road user behaviours, speed awareness programs in Clarence, Georgetown and Dodges Ferry and pilots of the successful Full Gear Motorcycle Program in Devonport and Circular Head.

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

This project has not yet commenced and will be considered as part of the mid-term review.

Status				Not yet commenced.
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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

This project has not yet commenced and will be considered as part of the mid-term review.

Status				Not yet commenced.
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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 supervised on-road driving hours to gain a licence. DMT supports LDMP providers through peak body support and coordination.

Current situation / comments

LDMPs continue to operate throughout Tasmania, producing upward of 1 700 hours of on-road supervised driving each month.

The Road Safety Branch has been working with coordinators to develop a suite of policies and procedures that will increase the safety of the program and increase program outcomes.

The 2023-24 funding round opened on 14 March 2023 and will close on 24 April 2023.

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

Changes have been 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 regulatory changes to the GLS on 1 December 2020. Tasmania's GLS now meets the enhanced model under the national driver GLS framework. The GLS changes were accompanied by a public education campaign explaining the policy changes and how they would apply to current and new learners.

Complementing the policy changes are three digital products that were progressively launched from July 2021.

The Plates Plus learning and assessment platform was designed to improve learner driver education by focusing on developing safe behaviours and attitudes. It is an innovative tool that takes users through a series of interactive exercises to ensure new drivers know the road rules and understand the impact of the fatal five road behaviours.

A public education campaign accompanied the launch of the Plates Plus platform and ran until September 2021. The campaign encouraged take-up by promoting the convenience of the platform, which is accessible from any device connected to the internet.

The Plates Plus logbook app launched in November 2021. For many Tasmanian learners, this will replace the existing hard copy logbook. It provides an easy and efficient way to record supervised driving hours during the learner licensing phase. A public education campaign targeting 15 to 25-year-olds accompanied the launch of the Plates Plus logbook app. To engage with this age group, the campaign focused on selected social media platforms.

The computer-based hazard perception test (HPT) was launched on 7 March 2022. The HPT is a mandatory assessment that has been introduced to the learner licensing pathway. The HPT assesses a learner's ability to identify and react to safely avoid hazards. It features high-quality 3D clips developed by Austroads in conjunction with the Centre for Automotive Safety Research, using real Australian crash data to identify the most dangerous driving situations for novice drivers.

The HPT was the final product to be delivered under the GLS project.

Status	Complete
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Motorcyclist Graduated Licensing System review

The Tasmanian motorcyclist GLS is being reviewed to identify enhancements to ensure novice motorcyclists are as safe as possible on Tasmanian roads.

Current situation / comments

Following initial consideration by the Department of State Growth, the Centre for Automotive Safety Research (CASR) was engaged to conduct a review of the Tasmanian motorcyclist GLS. The findings and recommendations of the review were presented to the RSAC at its May 2022 meeting.

A public consultation process run in August and September sought feedback on CASR's recommendations. Feedback was collated and presented to the RSAC at its November 2022 meeting, together with a package of options to amend the motorcyclist GLS. At the RSAC's request, additional information was provided and considered at its March 2023 meeting. The RSAC endorsed a package of recommended changes to the motorcyclist GLS for consideration by the Minister for Infrastructure and Transport.

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

RYDA is a one-day interactive road safety education program for Year 10-12 students to assist them to respond positively to the challenges and responsibilities of being a driver or passenger. Every year 4 000 students take part in a series of practical demonstrations and learn valuable road safety lessons from expert presenters and volunteers. RYDA is delivered by Rotary Tasmania.

Current situation / comments

Rotary has secured Claremont College as an alternative venue for the delivery of Hobart sessions due to redevelopment of the Hobart Showgrounds.

On 25 March 2023 Rotary Tasmania conducted a recruitment drive for RYDA volunteers at their statewide expo. The production of a short promotional video also complemented the RYDA display.

Rotary is well positioned to continue successful delivery of the RYDA program in 2023.

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) and Claremont College in the South. It operates at Launceston and Newstead Colleges in the North.

Some challenges with student engagement at JRLF were encountered during 2022 and the program was expanded to include Year 10 students which has proved successful. Participation at the other three locations is very strong with options being examined by the Steering Committee to utilise budget underspend to increase capacity at these Colleges to meet unmet demand.

In 2022, 203 students engaged with the program which resulted in 925 hours of fully funded driving lessons being delivered from accredited driving instructors. A total of 37 students obtained their learner licence and 28 students obtained their provisional driver licence. The program performance is comparable with 2021 data where the program operated for all four terms.

Status			On schedule/progressing/low risk	
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RACT education initiatives

The RACT delivers a range of community and school-based road safety education programs for seniors community groups and primary and secondary students. This includes a program for Year 10-12 students focused on the dangers of distraction and inattention, and a program to teach students how to progress through the GLS and about the specific rules that apply to L and P plate drivers. Sessions for seniors include safe driving tips and road rule reminders.

Current situation / comments

From January to March 2023, RACT delivered a total of 34 road safety education programs to 1174 participants. The program so far has included 19 Yippee sessions (ages 3-6 years), five RoadSafe programs (ages 6-9), one Ready for the Road presentation (ages 16-18) and nine Misunderstood Road Rules sessions (over 65s).

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

The MAIB-funded Real Mates campaign engages 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

A new iteration of Real mates was launched on the 5 September 2022. This is the eighth iteration of the real mates campaign, the new campaign shows how a Real Mate can and should help their mates make the right decision to avoid the very real consequences of driving after drinking. The key campaign message is remind your mates what's at stake.

The campaign ran across television and social media from December 2022 into January 2023. Further burst are planned for April and May 2023.

The Real Mates sponsorship of the North West Football League commenced in March 2023, highlighting the Real Mates message in the North West of Tasmania.

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

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

Current situation / comments

In Term 1 of 2023, the Bicycle Network delivered 23 workshops to schools. The Bicycle Network also held a celebration for the National Ride2School Day on Friday 24 March with the RSAC Chair, Scott Tilyard, and Members of Parliament, Nic Street and Elise Archer, in attendance.

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 Back to School public education campaign was launched at Riverside Primary School on 2 February 2023. Radio and television advertising commenced a week prior to school returning for 2023, in order to remind motorists to be alert in and around school zones. Transport Inspectors and Tasmania Police conducted high visibility enforcement activities during the first week of school to slow traffic in and around school zones and buses.

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

Kidsafe Tasmania conducts free child restraint checking sessions and training sessions for professionals to ensure 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 continues to deliver free child restraint checks and professional development for child carers as part of their funding agreement.

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 (Full Gear), which helps at-risk young motorcycle riders to enter the licensing system and adopt safe riding practices.

Current situation / comments

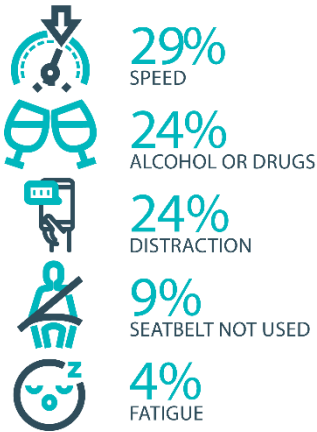
The Full Gear program has continued within the Glenorchy municipality and has expanded to Clarendon Vale through a partnership with the Neighbourhood Houses.

After successfully receiving a Community Road Safety Grant, the Devonport and Circular Head councils will be trialling the program in 2023. The program will be supported by seasoned facilitator John Evans.

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 continue to identify, trial and implement emerging technologies to address speeding, seatbelt, inattention and distraction offences including, improving enforcement of high-risk driving. Technologies such as hand held speed cameras, updated ANPR technology and dash cams are now being trialled and ongoing support is being provided to the Automated Traffic Enforcement Project being led by the Department of State Growth.

Public Education

The 'Leave your phone alone' campaign continued until March 2023 to highlight the dangers of illegal phone use while driving. This was to support the introduction of the mobile phone and seatbelt detection cameras.

A new public education campaign is currently being developed to support the introduction of mobile phone and seatbelt detection cameras.

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

The Over is Over campaign continued to run on radio, social media and outdoor billboards, highlighting the dangers of speeding.

A new driver behaviour campaign ‘Road Safety Starts with Me’ is currently being developed. This campaign will encourage the community to think about the role they play in making Tasmanian roads safe and how they can be a safer and more courteous road user.

The Love40 campaign had another burst at the start of term one in February 2023. Love40 aims to encourage motorists to drive at or below the school zone limit to keep our children safe.

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, including COVID-19, caused reprioritisation of OPC work. Drafting instructions were withdrawn from OPC in May 2021, before the first draft of amendments had been received, to enable the new Road User Services’ managers to review the drafting instructions to ensure that they remain current. The revised instructions were re-submitted to OPC on 15 February 2022. Again, Parliamentary priorities slowed the work of OPC. Nonetheless, version 2 of the amendments were received in November 2022, and work continues with OPC.

Two approved Providers have signed new contracts; negotiations continue with the third. The contracts expiry has been extended until October 2023 under a new Treasury process. Work will commence on creating new contracts in the near future, because no further extension options are available.

Two more parties have indicated their desire to become approved providers. Negotiations with them will commence when their applications are complete.

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

An existing public education brochure educating riders on the importance of wearing protective motorcycle gear is currently being updated. Once produced it will be re-distributed to Tasmanian retailers and AJL training facilities. The brochure will reiterate the importance of wearing full gear on every ride and direct motorcyclists to the MotoCAP website to check gear safety ratings before purchase.

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

The Department previously completed a review of road safety penalties in 2020, which showed that Tasmania was largely consistent with other jurisdictions, except for speeding offence penalties, which were lower.

The results of that review were presented to the Road Safety Advisory Council (RSAC) in November 2020. RSAC recommended not amending penalty values due to the economic impacts of COVID-19 and general parity with other jurisdictions. RSAC agreed to review penalties again towards the end of the current Action Plan which concludes on 31 December 2024.

Since November 2020, some jurisdictions have implemented higher penalties, which has widened the gap between Tasmania’s penalties and some jurisdictional averages.

Currently, the Road Safety Branch (RSB) is undertaking a review of Tasmanian road safety penalties to compare Tasmanian penalties to the average of other Australian jurisdictions for the fatal five road offences – speed, mobile phones, alcohol and drugs and failure to wear a seatbelt.

The review is comparing Tasmania’s penalty levels to a ‘jurisdictional average’ (i.e., an average of all other jurisdictions, without inclusion of Tasmania’s penalties) to avoid skewing the average. To ensure that the comparison of monetary penalties considers the differences in earning potential across the jurisdictions, comparisons are being done as a percentage of each jurisdiction’s seasonally adjusted average weekly wage (not a whole dollar value).

Status			On schedule/progressing/low risk	
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Speed enforcement strategy

Speed is one of the fatal five offences addressed within the *Tasmania Police Road Safety Strategy 2022-2024*.

The strategy directs enhanced speed enforcement strategies and techniques to increase the rate of detection and increase the perception that offending drivers and riders will be caught through the coordination of high-visibility speed enforcement in high-risk areas across all police districts.

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 introduce future 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 completed the implementation of new vehicle livery across the fleet to include the introduction of ‘Over is Over’ campaign mark-ups on selected traffic enforcement cars and motorcycles. Tasmania Police continue 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 introduction of unmarked highway patrol cars has also proven to be very successful and complements 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 Road Safety Strategy 2022-2024, 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 the analysis of current data that assists to identify where enforcement activities should be focused according to the highest risk, road safety locations, times and behaviours to achieve a change in driver behaviour.

Tasmania Police is in the process of sending traffic policing subject matter experts to various jurisdictions around the country in order to foster closer relationships and identify opportunities for enhancing road safety activities within Tasmania.

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

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

Current situation / comments

On 30 September 2022, mobile speed camera enforcement services being delivered by Sensys Gatso Australia commenced issuing Infringement Notice's to motorists detected speeding.

Currently there are ten (10) mobile speed camera systems operating in Tasmania delivering up to 25 000 enforcement hours via a minimum at over 225 unique locations each month. Mobile speed camera deployments are based on crash risk, road safety infrastructure and vehicle operating speeds. Once fully operating, community suggested locations will be considered where there is a clear road safety benefit.

The introduction of the mobile speed camera program has been supported by the new enforcement focus of the 'Over is Over' marketing campaign and the development of a separate program website (speedcameras.tas.gov.au).

In addition to speed enforcement and as part of the 2022-23 State Budget, the Government allocated an additional \$9.3 million over three years to extend enforcement services for an additional one year and implement emerging technologies such as mobile phone, seatbelt, and average speed enforcement.

To support the implementation of these emerging technologies, the project team has progressed legislative and regulatory amendments which will enable photographic detection devices to be used in detecting and prosecuting mobile phone, seatbelt, and average speed offences. Legislative amendments were passed by the Tasmanian Parliament in November 2022 and subsequent amendments to subordinate legislation are expected to be finalised in Q2 of 2023.

The implementation of additional enforcement technologies will be supported by educational campaigns and State Growth is developing a supporting educational campaign for mobile phone and seatbelt enforcement technology to be introduced in Q2 or Q3 of 2023.

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 Traffic Enforcement Program.

Current situation / comments

The Tasmania Police Road Safety Strategy 2022-2024 approaches the enforcement of high-risk motorcycle behaviours from several angles. Tasmania Police has:

- worked with the Department of State Growth to re-introduce Automated Mobile Speed Enforcement Cameras that have both a rearward and forward-facing capability to better target and detect high-risk motorcycle behaviour.
- introduced an online public portal for members of the public to upload footage relating to traffic offences they have witnessed. Tasmania Police review these submissions and allocate prima facie offences to an officer for investigation and follow-up.
- published the Tasmania Police Road Safety Strategy 2022 – 2024 which provides for increased patrol hours on rural roads which includes many of the popular motorcycle touring routes. The increased patrol hours will be conducted in a mix of covert and overt patrols that will discourage and detect high-risk motorcycle behaviours increasing the perception amongst riders they will be caught anywhere at any time.

Status			On schedule/progressing/low risk	
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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.

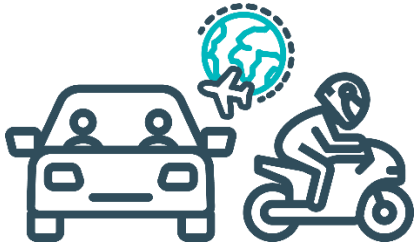
Current situation / comments

The *Tasmanian Road Rules Handbook* and the *Misunderstood Road Rules* series of pamphlets are distributed to Service Tasmania locations when required.

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 and digital billboards display road safety messaging at gateway 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 provide funding support to ANCAP. ANCAP has developed a new Strategic Plan for 2023-2030. ANCAP is proposing a significant increase in operating budget to support the new plan, resulting in an increased funding ask from funding bodies including Tasmania.

ANCAP met with RSAC and Department representatives in early March 2023 to discuss ANCAP's Strategic Plan and proposed funding request. Further details regarding the current funding model, particularly the Tasmanian funding contribution, were discussed at the briefing. In late March 2023, RSAC discussed ANCAP's proposed increase in funding from Tasmania. RSAC endorsed the increased funding request of up to \$85 000 per annum from the Road Safety Levy.

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

This project has not yet commenced and will be considered as part of the Light Vehicle Safety Strategy and through the mid-term review.

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

This project has not yet commenced and will be considered as part of the mid-term review.

Status				Not yet commenced.
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Light vehicle safety strategy

A light vehicle safety 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

A draft light vehicle safety strategy is being developed. The draft strategy aims to accelerate an increase in the number of newer and safer vehicles and removal of older cars from the light vehicle fleet while increasing the safety of the current vehicle fleet.

In August 2022, RSAC approved a suite of 15 actions to consider under the LVSS. The Road Safety Branch has determined 11 actions can be progressed relatively quickly pending funding and resourcing, two actions are considered to require considerable work and two actions are considered no longer relevant.

Two actions require considerable work. These are: the proposed introduction of a mandatory periodic inspection program, and a financial incentive program to assist young drivers to purchase safer vehicles (it is noted these proposals complement several associated actions).

Status			On schedule/progressing/low risk	
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Funding

Road Safety Levy Overview for the Financial Year 2022/23

As at 31 March 2023 (Quarter 3)

Road Safety Levy Opening Summary

Opening Balance as at 01 July 2022	\$	17,344,616
Annual Allocation to Road Safety Operations	\$	2,600,000

Revenue Summary

	Forecast (FY23)	Actual (Y.T.D.)
Motor Accident Insurance Board Funding	\$ 1,360,044	\$ 780,278
Revenue Inflows from Registrations	\$ 15,281,957	\$ 12,874,541
Funds Available for Distribution	\$ 31,386,617	\$ 28,399,436

Expenditure Summary

Theme no.	Theme	Forecast (FY23)	Actual (Y.T.D.)
1	Making our Rural Roads Safer	\$ 2,295,898	\$ 1,349,671
2	Improving Safety in our Towns and Cities	\$ 2,261,893	\$ 719,851
3	Saving Young Lives	\$ 3,141,552	\$ 2,293,161
4	Encouraging Safer Road Use [^]	\$ 4,033,977	\$ 1,886,297
5	Making Visitors Safer	\$ 125,441	\$ 48,944
6	Improving Safety Through Vehicles and Technology	\$ 692,869	\$ 12,869
7	General Support	\$ 744,491	\$ 512,073

Budget and Expenditure by Category

	Forecast (FY23)	Actual (Y.T.D.)
Infrastructure Expenditure*	\$ 4,127,464	\$ 1,863,995
Policy & Projects Expenditure*	\$ 9,489,863	\$ 4,958,870

Total Expenditure	\$ 13,617,327	\$ 6,822,866
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Balance as of 31 March 2023	\$ 17,353,133	\$ 21,576,570
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Forecast Closing Balance of FY23	\$ 17,769,290	
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*Includes four ceasing activities not categorised by Action Plan 2020-24 themes

[^]includes MAIB expenditure

MAIB Funding

As at 31 March 2023

2021/22 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	340 920	241 252	99 668
Public Education	994 206	492 627	501 579
Research	60 000	46 400	13 600
Subtotal	1 364 044	560 873	803 171
Expenditure (Tasmania Police)			
Salaries	2 140 451	1 647 668	492 783
Operating Expenses	188 000	108 207	79 793
Equipment	816 222	333 832	482 390
Subtotal	3 144 673	2089 707	1 054 965
Total	4 508 717	2 650 580	1 858 136

Includes Carried Forward of

-\$11 641 (State Growth)

\$413 879 (Police)



Department of State Growth

Road Safety Branch

Towards Zero Action Plan 2020-2024

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