Road Safety Advisory Council Annual Report 2020-21



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Overview

Message from the Chair of the Road Safety Advisory Council



As Chair of the Road Safety Advisory Council, I am pleased to present the first annual report of the Council under the five-year Towards Zero Action Plan 2020-2024. The five-year Action Plan details the 42 road safety initiatives that will gain the greatest reductions in serious injuries and deaths. The Action Plan is based on the best-practice Safe System approach to road safety and targets our highest risk road safety areas.

The selection of initiatives and programs was informed by extensive community engagement, stakeholder consultations, and independent research and modelling.

The Action Plan represents a road safety investment of over \$75 million, funded from the Road Safety Levy and a \$6.5 million contribution from the Motor Accidents Insurance Board (MAIB) for the production and evaluation of public education initiatives.

The highlight of 2020-21 has been the delivery of the Government's commitment to reduce deaths and serious injuries for young Tasmanians through the enhancement of the Graduated Licensing System. We have also made the licensing system more accessible and in 2021 launched Plates Plus (an online learning and assessment tool) and an electronic logbook.

I am committed to improving road safety in Tasmania and reducing the harm and devastation that road crashes cause. As a former frontline responder to serious and fatal road crashes, I have personal experience of the trauma caused to road crash victims, their families and friends, and to entire communities. I've also seen the impact on police, emergency services, and other first responders, and to members of the public who are often first on the scene in the immediate aftermath. What most strikes me is how a moment of inattention or a bad decision to drive too fast or when impaired by alcohol or other substances or fatigue, can end or change lives forever.

Many challenges still lay ahead in our journey towards our target of zero serious injuries and deaths on Tasmanian roads. Our short-term, ambitious target is to reduce the number of annual serious injuries and fatalities on Tasmania's roads to fewer than 200 by the year 2026. This figure currently sits a little above 300 a year so we have a lot of work to do if we hope to achieve our 2026 target, but I strongly believe that the Towards Zero Strategy and Action Plan will help us to make significant progress.

Achieving this vision will only happen if everyone accepts responsibility for road safety and plays their part in making our roads safer for all road users. We know that our vision will not be easy to achieve, and it will not happen overnight, but through targeted, proven initiatives we can continue to reduce road trauma.

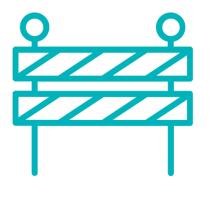
I look forward to playing my part as Chair of the Council to work towards our vision of making zero happen.

Scott Tilyard Chair, Road Safety Advisory Council

Fewer than 200 serious casualties by 2026

Working towards reducing serious injuries and deaths on Tasmanian roads to 200 by 2026.





\$75 million invested to improve road safety

Under the Action Plan the Tasmanian government is currently investing \$75 million in projects and programs to improve safety on Tasmanian roads.

Enhanced Graduated Licensing System

In 2020, the Graduated Licensing System (GLS) was enhanced to improve road safety and the licensing pathway for young drivers.

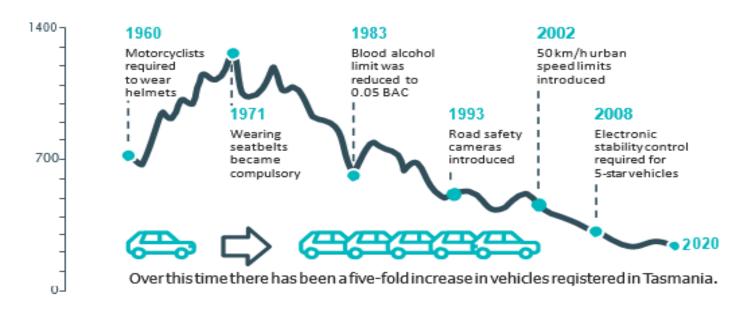




Launch of Plates Plus platform

Launch of the Plates Plus platform to improve road safety outcomes and accessibility of the GLS

People killed and seriously injured on Tasmanian roads



Expansion of the Automated Speed Enforcement (ASE) focussing on reducing speed-related serious casualties.



In 2020 - 21, Tasmania Police detected 30 447 high-risk traffic offenders, which is 2 447 more than was set in the operational performance target for the year.

About the Road Safety Advisory Council

The Road Safety Advisory Council (RSAC) was established in October 2010 to help shape the future of road safety policy in Tasmania. The RSAC replaced the Tasmanian Road Safety Council and the Road Safety Taskforce and combined their expertise. The RSAC oversees the development and implementation of policy, initiatives, public education, and strategies to reduce serious injuries and deaths on Tasmania's roads.

Primarily, the RSAC provides strategic direction, oversight and critical assessment of proposed road safety initiatives and campaigns. The RSAC recommends and reports on road safety initiatives to the Minister for Infrastructure and Transport through the Department of State Growth.

The Towards Zero – Tasmanian Road Safety Strategy 2017 – 2026 (Towards Zero Strategy)¹ guides the RSAC's overall vision, purpose and approach. The RSAC envisions a Tasmania that is free from serious injuries or deaths from crashes on Tasmanian roads. The Towards Zero Strategy is supported by periodical action plans with the current being the *Towards Zero Action Plan 2020-2024* (Action Plan).² Annually, around 300 people are seriously injured and killed on Tasmanian roads. **The key target is to reduce annual serious injuries and deaths on Tasmanian roads to fewer than 200 by 2026**.

The RSAC's work goals and the Towards Zero Strategy are based on the 'Safe System' approach to road safety. The Safe System approach involves a holistic view of the road transport system that includes how roads, travel speeds, vehicles and road users interact with each other. The approach is an inclusive one as it involves all groups of road users, including drivers, motorcyclists, passengers, pedestrians, cyclists, commercial and heavy vehicle drivers. The Safe System approach has four elements: safe road users, safe roads and roadsides, safe vehicles and safe speeds. The rationale behind the system is that it recognises that road users will always make mistakes and may have road accidents. However, the road system should be able to accommodate mistakes so that road crashes do not result in death or serious injury.

Sitting within RSAC is the Education and Enforcement Sub-Committee (EESC). The EESC is funded by the Motor Accidents Insurance Board (MAIB). The EESC is responsible for the delivery of public education campaigns, sponsorships and enforcement activities. The EESC provides advice on road safety education and ensures that community road safety and enforcement programs align with the Towards Zero Strategy. In addition, the EESC reports and makes recommendations to the RSAC by identifying emerging issues from key community stakeholders and contributes to the further development of key road safety strategic directions.

¹ See Towards Zero Strategy at https://www.rsac.tas.gov.au/about-us/towards-zero-strategy/

² See Action Plan at https://www.rsac.tas.gov.au/about-us/towards-zero-strategy/

Road Safety Advisory Council membership

The RSAC consists of 10 members appointed by the Minister for Infrastructure and Transport. The member positions are as follows.

- A part-time independent Chair
- The Secretary of the Department of State Growth
- The Secretary of the Department of Police, Fire and Emergency Management
- The CEO (or equivalent) of the Motor Accidents Insurance Board
- The CEO (or equivalent) of the Local Government Association of Tasmania
- A person or people (maximum four) to represent a range of road users whose organisation(s) can demonstrate its major role in and contribution to road safety, including:
 - o light and heavy vehicle drivers
 - o motorcyclists
 - o cyclists
 - \circ pedestrians, and
 - young people.
- A person with high-level expertise in road safety research, infrastructure, countermeasures, strategies, and contemporary road safety principles.

Member
Mr Garry Bailey, Chair
Mr Paul Kingston
CEO, Motor Accidents Insurance Board
Dr Ian Johnston, AM, Road safety expert
Mr Gary Swain
Deputy Secretary Transport Services, the Department of State Growth
Mr Mark Mugnaioni
CEO, Royal Automobile Club of Tasmania
Ms Michelle Harwood
Executive Director of the Tasmanian Transport Association
Ms Alison Hetherington
President of the Tasmanian Bicycle Council
Mr Paul Bullock
President of the Tasmanian Motorcycle Council
Dr Katrena Stephenson (2020), Mr Dion Lester (2021)
CEO, Local Government Association of Tasmania
Mr Jonathan Higgins
Assistant Commissioner, Tasmania Police

The table below represents the RSAC's membership as at 30 June 2021.

NB. The Minister for Infrastructure and Transport has appointed the following delegates as representatives on RSAC:

• Gary Swain, Deputy Secretary for Kim Evans, Secretary, Department of State Growth

• Assistant Commissioner Jonathan Higgins for Commissioner Darren Hine, Department of Police, Fire and Emergency Management.

Road Safety Advisory Council meetings and attendance

The RSAC held four meetings in 2020-21, occurring on the following dates.

- I. 18 August 2020
- 2. 17 November 2020
- 3. 9 March 2021
- 4. 18 May 2021

The below table outlines the attendance of the RSAC representatives at each of the four meetings occurring in 2020-21. Other observers, presenters or irregular attendees are not included.

Member	18 August 2020	17 November 2020	9 March 2021	18 May 2021	Total Meetings Attended
Mr Garry Bailey	✓	✓	\checkmark		3
Mr Paul Kingston	✓	✓	\checkmark	✓	4
Dr Ian Johnston	\checkmark	\checkmark	\checkmark	\checkmark	4
Mr Gary Swain	✓	✓	\checkmark	✓	4
Mr Mark Mugnaioni	✓	✓	✓	✓	4
Ms Michelle Harwood	✓	✓	✓	✓	4
Ms Alison Hetherington	✓	✓	✓	✓	4
Mr Paul Bullock	×	✓	\checkmark	✓	3
Dr Katrena Stephenson	✓	×	✓	✓	3
Mr Dion Lester					
Mr Jonathan Higgins	\checkmark	\checkmark	\checkmark	\checkmark	4

Note:

- Ms Debbie Williams, A/Assistant Commissioner, Tasmania Police, attended the RSAC meeting occurring on 17 November 2020, on behalf of Mr Jonathan Higgins, Assistant Commissioner, Tasmania Police.
- Mr Dion Lester took over from Dr Katrena Stephenson as CEO of the Local Government Association of Tasmania in 2021.
- Mr Garry Bailey resigned from his position as Chair following the 9 March 2021 meeting. Mr Paul Kingston acted as Chair for the 18 May 2021 meeting.

RSAC Education and Enforcement Sub-Committee (EESC) membership

Representing	Member		
Chair	Mr Paul Kingston		
	CEO, Motor Accidents Insurance Board (MAIB)		
Chair RSAC	Mr Garry Bailey		
Marketing Expert	Suzi Watral		
The Department of State	Mr Craig Hoey		
Growth	Manager Road Safety, the Department of State Growth		
The Royal Automobile Club of	Ms Stacey Pennicott		
Tasmania	Royal Automobile Club of Tasmania (RACT)		
The Department of Police, Fire	Mr Jonathan Higgins		
and Emergency Management	Assistant Commissioner, Tasmania Police		

EESC meetings and attendance

The EESC held four meetings in 2020-21.

The below table outlines the attendance of the EESC members at each of the four meetings occurring in 2020-21. Other observers, presenters or irregular attendees are not included.

Member	18 August	17 November	9 March	18 May	Total Meetings
	2020	2020	2021	2021	Attended
Mr Garry Bailey	\checkmark	\checkmark	\checkmark		3
Mr Paul Kingston	\checkmark	\checkmark	\checkmark	\checkmark	4
Ms Suzi Watral	\checkmark	\checkmark	\checkmark	\checkmark	4
Mr Craig Hoey	\checkmark	\checkmark	\checkmark	\checkmark	4
Ms Stacey Pennicott	×	×	\checkmark	×	I
Mr Jonathan Higgins	\checkmark	*	\checkmark	\checkmark	4

*Ms Debbie Williams, A/Assistant Commissioner, Tasmania Police, attended the EESC meeting occurring on 17 November 2020, on behalf of Mr Jonathan Higgins, Assistant Commissioner, Tasmania Police.

RSAC and EESC remuneration

Council members who received remuneration for the 2020-21 financial year include:

Chair RSAC

- \$38 495 per annum, increased to \$39 400 from 26 January 2020
- Out-of-pocket expenses up to \$1 600 per annum

Road safety expert

- \$1 500 per meeting
- Actual out-of-pocket expenses

Marketing expert

- \$600 per meeting, increased to \$614 per meeting from 26 January 2020
- Actual out-of-pocket expenses.

Council members who are not public officers are entitled to motor vehicle allowances based on a centsper-kilometre basis, in accordance with Australian Taxation Office guidelines.

Serious casualty trends and progress on meeting Towards Zero Strategy targets

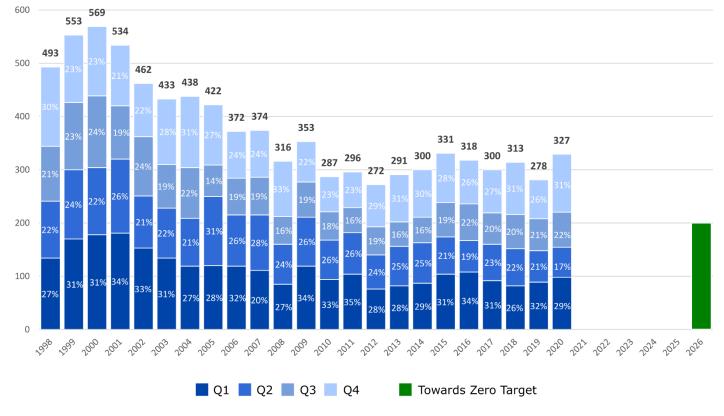
The Towards Zero Strategy sets the key interim target of reducing the number of annual serious casualties on Tasmanian roads to fewer than 200 by 2026. This is an ambitious target of 100 fewer serious casualties per year than the annual average for the period 2012 – 2016 and will move Tasmania towards the long-term goal of zero serious casualties.

Serious Casualites for 2020 – 21 (Serious Injuries and Deaths)

The calendar year 2020 saw 261 serious casualty crashes, the second lowest number of serious casualty crashes since 2013. However, these crashes resulted in the highest number of fatalities and serious injuries since 2015.

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

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



Year-to-Date 30 June 2021

There have been 151 serious casualties as at 30 June 2021 (from 1 January 2021), including 13 deaths and 138 serious injuries. This number is one fewer than the 152 serious casualties recorded at the same time last year, which includes 18 deaths and 134 serious injuries and a decrease of 1.7 per cent on the five-year average of 154.6 serious casualties.

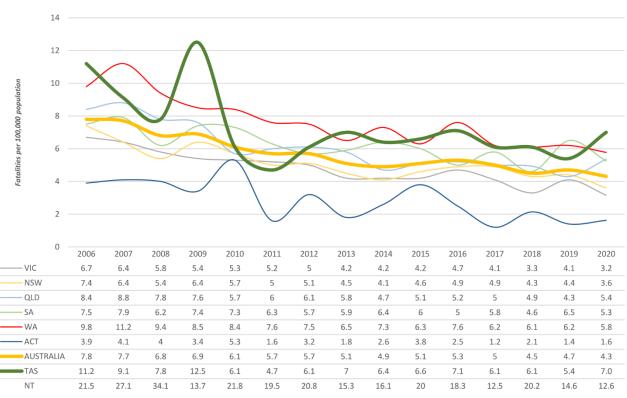


Serious Casualties Tasmania - Annual Count, Percentage Split by Quarter and Towards Zero Target

Deaths

In 2020, there were 38 deaths on Tasmanian roads, nine more than the 29 deaths recorded in 2019, and a 17.3 per cent increase on the five-year fatalities average of 32.4 for the period 2015-2019.

Annual fatalities - Rate per 100,000 population (NT omitted for clarity purposes)



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Serious casualties - breakdown by road user type



Motorcyclists represented four of the 38 deaths on Tasmanian roads in 2020.



There were six cyclist serious injuries and no deaths in 2020. This was a reduction in cyclist serious injuries and deaths compared to 2019.



Over 70 per cent of deaths on Tasmanian roads in 2020 were vehicle occupants. 2020 saw an increase of 35 per cent and 16 per cent in vehicle occupant serious injuries and deaths.



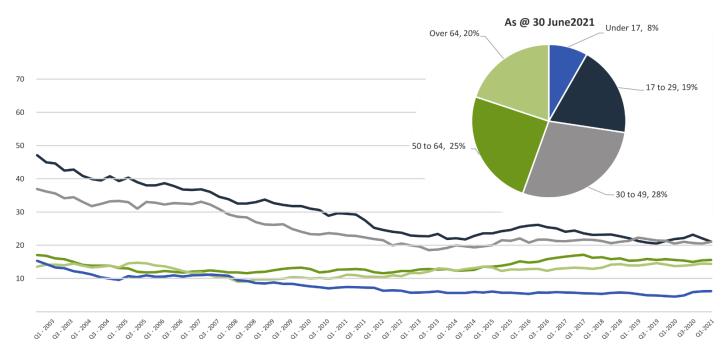
14 of the 38 deaths on Tasmanian roads in 2020 were female representing onethird of the total deaths. This figure represents an increase of 51 per cent on the 5-year average. In addition, women accounted for 112 of the 327 serious casualties; this does not vary significantly from the five-year average.

Serious casualties - breakdown by crash attributes

Speed zone

The graph below depicts the number of serious casualties occurring quarterly by speed zone. Serious casualties occur more frequently on roads with 100 km/h or higher speed limits and less frequently on roads with 40 km/h or lower speed limits.

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



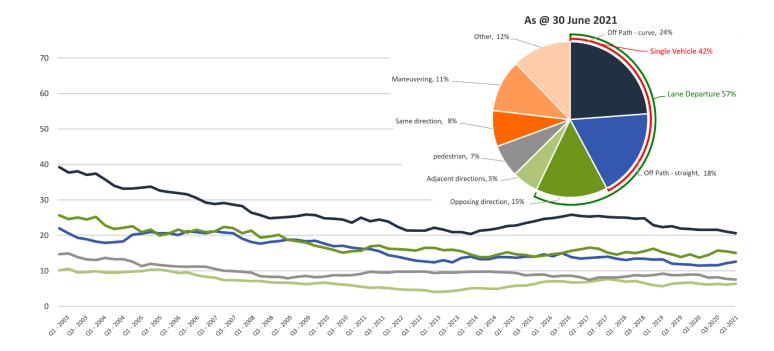
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

Crash type

The graph below depicts the number of serious casualties occurring quarterly by crash type. The majority of serious casualties occur due to lane departure crashes.

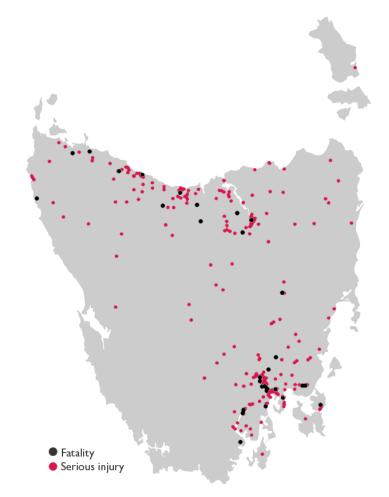
Serious Casualties by Quarter by Crash Type (DCA) - 12 period moving average

Other includes crash types: on-path (6%), overtaking (3%) and passenger and miscellaneous (3%).



Location

The image (right) depicts the location of all serious casualties that occurred in 2020.



Effect of COVID-19

The below graph models the percentage change in the monthly crash count (all severities) for 2020 compared with the five-year monthly average.

Restrictions requiring people to stay at home began on 31 March 2020 which coincides with the the significant decline in April.



Thematic Snapshot of the Towards Zero Action Plan 2020-2024

Making our rural roads safer



Rural road grants program for local government Motorcyclist safety on rural roads Safe System knowledge and skills training Infrastructure upgrades on low volume state roads Speed moderation and community engagement strategy

Saving young lives



Learner Driver Mentor Program and Driver Mentoring Tasmania
Rotary Youth Driver Awareness Program
RACT education initiatives
Bicycle Network bike education
Kidsafe child restraint check program
Develop a Graduated Licensing System for motorcyclists
Graduated Licensing System Project for drivers
Driving for Jobs Program
Real Mates media campaign
Safety around schools
Full Gear motorcycle safety project

Making visitors safer



Tourist road safety signage program Tourist education materials Tourist education at gateway entry points Responsive electronic signage trial Strategic partnerships Stakeholder alliances Improving safety in our towns and cities



Targeted infrastructure upgrades in high traffic urban areas Community Road Safety Program Innovative infrastructure treatment demonstrations Vulnerable Road User Program

Trial of innovative technologies

Encouraging safer road use



Inattention and distraction Mandatory Alcohol Interlock Program Road safety penalties review Enforcement of high-risk behaviours High-risk motorcycling enforcement Safe behaviour campaigns Protective clothing for motorcyclists Speed enforcement strategy Automated Speed Enforcement Program Road Rules Awareness

Improving safety through vehicles and technology



ANCAP

Autonomous vehicle and crash avoidance readiness Light vehicle strategy Safer cars for young drivers Workplace driver safety

Making our rural roads safer

60 per cent of fatalities in Tasmania occur in rural areas. The Tasmanian Government is currently investing over \$20 million into improving the safety of our rural roads.

Summary of initiatives

Establish a rural roads grants program for local government

The Safer Rural Roads Program (SRRP) launched in late 2020 and is a new infrastructure initiative under the Action Plan. The SRRP assists local government to address road safety issues on council owned high speed rural roads including unsealed roads. The SRRP provides funding to councils to implement infrastructure treatments on rural road corridors to reduce lane departure crashes and to reduce the harm when such crashes do happen. The SRRP is a mass action program and provides funding to councils to implement low-cost infrastructure treatments. These include improved delineation (signs and lines), roadside hazard removal, limited shoulder sealing and safety barriers. Junction upgrades are also eligible for funding under the SRRP.

In 2020-21, SRRP was supported by the Australian Government Road Safety Program (RSP) and two funding rounds were held under the RSP. Across both funding rounds, 62 applications were received, and 59 of those were approved for funding. Successful projects totalled approximately \$10 million in value, including \$6 million of Australian Government funding, \$2.5 million of Tasmanian Government funding and \$1.6 million of Local Government funding.

Conduct infrastructure upgrades on low volume state roads

The Safe System Infrastructure Strategy program provides funding for safety improvements on lower volume state roads that are not a priority for significant upgrades in the short to medium term. The program focus is on low-cost infrastructure treatments including improved delineation (signs and lines), curve treatments, roadside hazard removal, limited shoulder sealing, safety barrier and junction upgrades.

In 2020-21, the Tasmanian Government progressed infrastructure upgrades on Railton Main Road by committing \$6.95 million on the project. The design and development stage of the project required \$450 000 while the delivery stage required \$6.5 million.

Improve motorcyclist safety on rural roads

The Tasmanian Government conducts regular road safety audits on high-risk touring routes across Tasmania. The audit process includes engagement with local motorcyclists to gain a 'rider's' perspective. Findings are shared with stakeholders to identify behavioural countermeasures as well as infrastructure solutions.

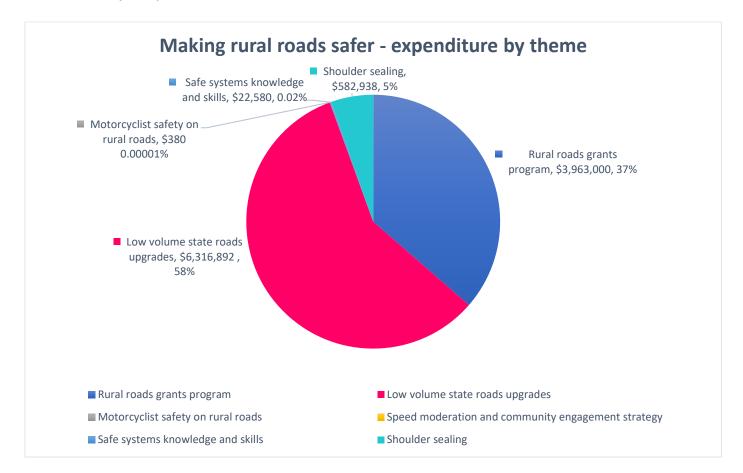
\$200 000 was provided to undertake works on Hollow Tree Road after the completion of two audits. In addition, \$350 000 was provided to undertake works on Lake Leake Road to improve road safety for motorcyclists. This work has not yet been completed.

Expand Safe System knowledge and skills

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. The program includes technical training sessions, workshops and forums across Tasmania. In late 2020, technical training was provided online, to accommodate the impact of COVID-19, to councils to support the launch of the Safer Rural Roads Program.

Budget summary

Throughout 2020-21, \$9.5 million was spent under the 'Making Rural Roads Safer theme' across initiatives as illustrated by the pie chart below.





Improving safety in our towns and cities

Tasmania's population is growing, and our towns and cities are busier than ever. The Tasmanian Government is investing over \$31 million in projects and programs to improve road safety in our towns and cities.

Summary of initiatives

Expand the Vulnerable Road User Program

The Vulnerable Road User Program (VRUP) enables local governments to apply for funding for small-scale infrastructure treatments to improve road safety for vulnerable road users, such as pedestrians, cyclists and motorcyclists. The program aims to improve safety at conflict points such as crossings and provide infrastructure to separate pedestrians and cyclists from motorised traffic.

Typical infrastructure treatments include the installation of pedestrian crossing infrastructure (such as median pedestrian refuges and wombat crossings) and the construction of off-road shared-use paths to separate vulnerable road users from vehicle traffic.

In 2020, the annual funding allocation to VRUP was increased from \$500 000 to \$1 000 000. Additional funding was provided from the Australian Government Road Safety Program.

Over the course of 2020-21, three funding rounds were held under VRUP. Across the three funding rounds, 68 projects received funding.

Expand the Community Road Safety Grants Program

The Community Road Safety Grants Program (CRSGP) aims to provide community groups across Tasmania with the opportunity to develop and deliver small and medium-large scale local road safety programs within their communities consistent with the Towards Zero Strategy.

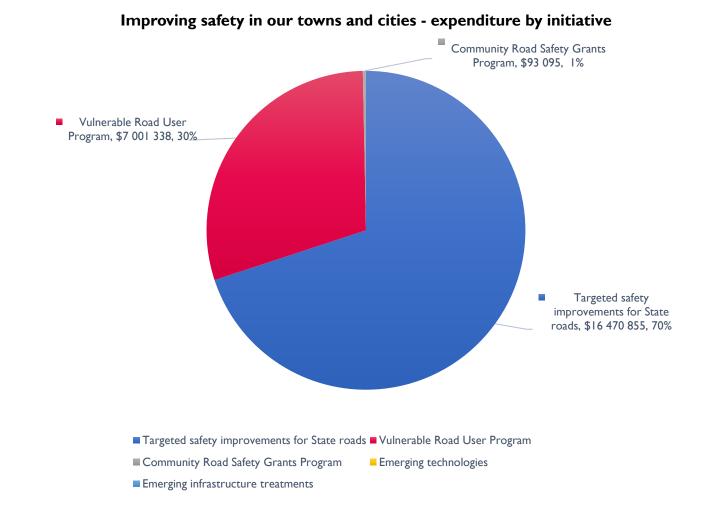
Funded programs include educational programs targeted at learner driver behaviours, child restraint safety, motorcycle learners' programs and road safety messages such as the Love 40 campaign.

Trialling emerging technologies and innovative infrastructure treatments

Two further upcoming projects are in development and sit within this theme commencing 2021-22. The scope of these projects include trialling emerging technological approaches to improve road safety for vulnerable road users and investigate innovative Safe System urban infrastructure treatments to improve road safety in Tasmania's urban areas.

Budget summary

Throughout 2020-21 \$23.5 million was expended under the Improving Safety in our Towns and Cities theme across several initiatives as illustrated by the pie chart below. Targeted safety improvements, for state roads and the VRUP, were responsible for most of the expenditure. In addition, under the RSP, both initiatives saw significant expansions in their funding profiles for 2020-21.



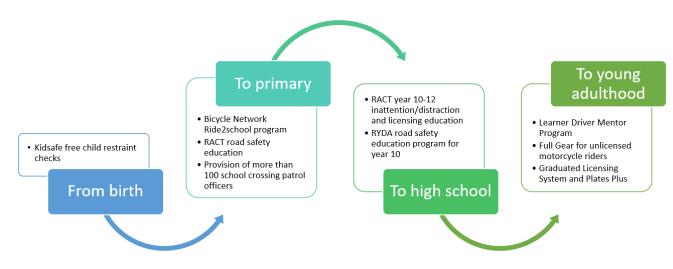


Saving young lives

Sadly, on average, 92 young road users (17 - 25 years) suffer serious casualties on Tasmanian roads every year. To reduce this harm, the Tasmanian Government is investing over \$12 million in programs and projects.

The Action Plan's priority project for 2020-21 was to review the Graduated Licensing System (GLS) to improve safety and the licensing pathway for young drivers.

Under the Action Plan, there are a number of programs that aim to promote road safety awareness and save young lives.



Summary of initiatives

Improve the Graduated Licensing System (GLS)

Commenced in 2017, the GLS review's primary goal is to reduce serious casualties for young road users (17 - 25 years) on Tasmanian roads. The project enhanced the Tasmanian GLS to include internationally recognised best practice measures.

The project updates Tasmania's GLS to the "enhanced" model under the national Australian graduated licensing scheme – policy framework 2014 through the implementation of improved novice licensing policies including:

- 80 compulsory supervised driving hours, including 15 at night
- restrictions on the use of mobile phones, including hands-free
- peer passenger restrictions for P1 licence holders, and
- an upcoming requirement to sit a separate hazard perception test (HPT) on top of the on-road driving assessment to progress to a P1 licence.

Further changes to improve the accessibility, compliance, and ease of progression of novice drivers through the GLS were also implemented including:

- consistent maximum speed limits for learner and P1 drivers that are not dependant on the signed speed limit
- a safer driver reward, offering a free three-year full licence to drivers with no provisional offences to replace the offence free reward
- single learner cards for the learner and provisional periods
- green P plates for P2 licence holders, and
- the removal of the L2 period.

Legislative changes came into effect on I December 2020.

Minimum age of 15 years and 11 months*	Hold licence for minimum 12 consecutive months	Able to sit test three months prior to earliest PI Assessment	Minimum age to attempt PI Assessment is 17 years of age	Hold licence for minimum 12 consecutive months	Depending on your age you will have to hold a P2 Licence for between one and two years
Driver knowledge test *Licence cannot be issued until 16 years of age if you pass	Compulsory 80 logbook hours (including 15 hours at night) No towing Maximum speed 90 km/h Display L plates	Hazard perception test (check online if you will need to sit this test)	PI Practical Driving Assessment	Peer passenger restrictions Maximum speed of 100 km/h Display red P plates	No novice speed restrictions Display green P plates Hands-free mobile phone permitted
			nobile phone use reath/blood alcohol	content	Safer Driver reward (free three-year full licence valued up to \$75.75

'Plates Plus', a best practice education and communication platform has been developed to complement the GLS policy changes and to improve the road safety outcomes and accessibility of the GLS. The Plates Plus platform replaces the previous driver knowledge test. A Plates Plus logbook app will also be launched as part of the GLS project. This will continue the digital accessibility theme of the platform and with the improved accessibility and ease of use will encourage learners to log supervised hours actively and accurately.

Expand the Learner Driver Mentor Program

The Learner Driver Mentor Program (LDMP) is a well-established program that supports disadvantaged learner drivers to gain their on-road supervised driving hours to obtain a licence. In 2020-21, the Tasmanian Government provided \$1 000 000 in funding from the Road Safety Levy to 16 LDMPs across the state, including funding for Driver Mentor Tasmania, the peak body for LDMPs.

Develop an improved Graduated Licensing System (GLS) for motorcyclists

A review of the Tasmanian motorcyclist GLS commenced in 2021 to identify potential enhancements to complement the training and assessment regime that was implemented back in 2017.

The review has two purposes: to ensure motorcyclists are as safe as possible during the novice licensing period and after graduating to a full licence, and secondly to facilitate people entering and progressing through the motorcycle licensing system.

Motorcycle riders represent more than one in five serious casualties on Tasmanian roads despite motorcycles comprising less than one in 20 registered Tasmanian vehicles. There is not yet a nationally agreed policy framework for motorcycle licensing. In order to assess Tasmania's motorcyclist GLS and identify options for enhancement, the findings of the review will be presented to the RSAC in 2022.

Continue to support the Rotary Youth Driver Awareness Program (RYDA)

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

Rotary has reported increased interest in the program since the commencement of the five-bonus learner licence logbook hours for attending the program under the GLS.

Continue the Driving for Jobs Program

The Driving for Jobs (DfJ) Program supports disadvantaged students who would otherwise be unable to enter and progress through the 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 RYDA Program.



The DfJ program operates at Jordan River Learning Federation (JRLF) in the south and expanded to Launceston and Newstead Colleges in the North at the start of term one 2021.

Provide funding for the RACT education initiatives

The RACT delivers a range of in-class road safety education programs. These include a program for students in years 10 - 12 and 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.

Continue the Real Mates media campaign

MAIB funded the Real Mates campaign in 2020 - 21. The campaign uses humour and engages with young men to encourage them to avoid the risks of drink driving by encouraging them to speak up and stop a mate from driving after drinking.

The campaign's latest phase was launched on 11 October 2020. As an extension of this campaign, a new partnership was signed with the North West Football League for the 2021 football season. This was used to promote the Real Mates campaign to the players, members, and spectators of the club, in particular the target audience of rural men aged between 17 and 25.

The campaign will remain in market for the remainder of 2021.

Support Bicycle Network Tasmania

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.

The Bicycle Network has held more than 150 Ride2School sessions and developed two active maps for 2020-21. The Bicycle Network has reported a high number of repeat bookings from schools visited in 2020 and an active interest in expanding active maps to high schools.

Keep school children safe on the roads

Safety around schools is promoted through designated crossings, lower speed zones, more than 100 school crossing patrol officers and public education. The Safety around Schools project, including the Love 40 campaign, encourages drivers to reduce their speed and keep a look out for children in school zones and around buses. The campaign was active in 2020 - 21.

Support Kidsafe child restraint checks

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

In 2020-21, Kidsafe provided 21 free child restraint checks and education sessions with a trained child restraint fitter at community organisations, including Child and Family Centres.

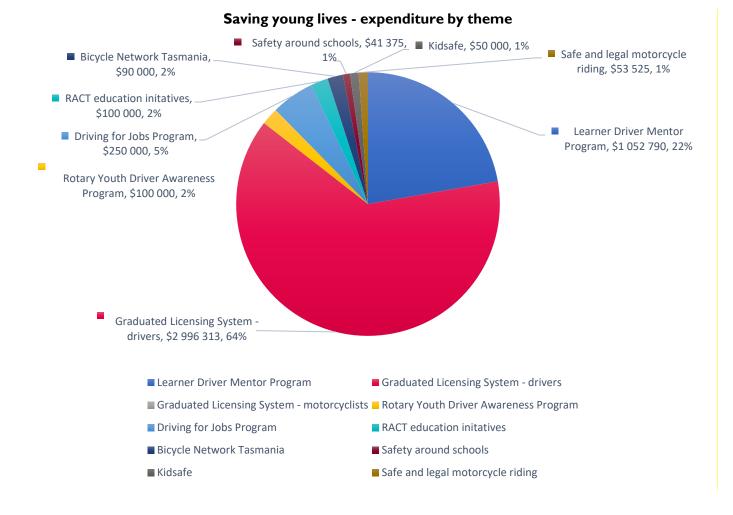
Encourage safe and legal motorcycle riding

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

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

Budget summary

Throughout 2020-21 \$4.5 million was spent under the Saving Young Lives theme across initiatives as illustrated by the following pie chart.



Encouraging safer road use

Each road user has a responsibility to use roads in ways that are safe for those around them. In 2020-21 the Tasmanian Government is committing over \$4 million to improve road user behaviour.

Summary of initiatives

Investigate strategies to address inattention and distraction

Public education

Inattention and distraction are concerning causes of serious casualty crashes and may have a far greater impact than current data suggests.

Several current research projects and enforcement initiatives aim to enhance public awareness and education surrounding the dangers of inattention and distraction. These include consideration of emerging strategies for tackling distraction, encouraging compliance through enforcement, and influencing driver behaviour through public education campaigns.

The distraction campaign 'Don't Drive Blind' ran on television from October 2019 to February 2020. This was accompanied by outdoor billboards and social media throughout the campaign and the remainder of the 2020-21 year.

A second phase of the 'Don't Drive Blind' campaign was launched on 21 December 2020. In addition, a burst of 'Real Mates', our anti-drink driving message was released in January 2021. This was primarily aimed at 16 - 24-year-old males and featured digital video, Metro bus backs and convenience advertising in bars and other licensed venues.

Other campaigns relating to the fatal five and vulnerable road users were also under development during the 2020-21 financial year.



Enforcement

Tasmania Police utilises 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.

Tasmania Police undertook social media campaigns throughout the year (including Operation Crossroads, National Road Safety Week, and the 2020 Emergency Services Road Safety Campaign). The social media campaigns reiterate to the public the 'Fatal Five' contributors to deaths and serious injuries on Tasmanian roads, including inattention and distraction caused from mobile phone use. Tasmania Police proceeded against 2231 road users for driving while using a mobile phone in the 2020-21 financial year.

Promote safe behaviours through campaigns

Targeted media campaigns continued to educate people about high-risk behaviours and to highlight the dangers of the 'Fatal Five'. An enforcement campaign titled 'We've Been Everywhere' ran on radio over public holiday long weekends throughout the year.

Promote protective clothing for motorcyclists

Motorcyclists are significantly over-represented in Tasmania's road trauma figures. One of the reasons for this is that riders are more likely to be injured in a crash due to a lack of physical protection. The Tasmanian Government continues to work to reduce the risks to motorcyclists through a range of actions, including supporting the work of MotoCAP to promote the use of protective clothing. MotoCAP provides safety assessment star ratings for protective clothing and prepares education materials for motorcyclists. Protective clothing can reduce injury severity in the event of a crash.

Ensure participation in the Mandatory Alcohol Interlock Program

The Mandatory Alcohol Interlock Program (MAIP) aims to have repeat and high-level drink driving offenders demonstrate that they can separate their drinking from driving through the installation of an alcohol interlock in their vehicle. Participation rates are less than optimal as participants often seek exemption from the obligation to have an interlock installed on the grounds of severe hardship. Amendments are being sought to the regulatory framework to clarify the exemption framework available to participants. Regulatory clarification will also enable diligent assessment of exemption claims.

In addition, State Growth is investigating methods of funding participation in the MAIP for eligible people who are experiencing genuine severe financial hardship.

Furthermore, the completion of a longer 'demonstration period' addresses the issue of repeat participants. The overall minimum time for program participation remains at 15 months; this emphasises the program's learning outcomes, that drinking and driving should be separated.

Review the penalties for putting others at risk

Appropriate penalties need to supplement enforcement activities on Tasmanian roads to improve road safety. The review of Tasmania's road safety penalties is complete. Findings were submitted to the RSAC for noting at its November 2020 meeting. The RSAC determined that current penalties are appropriate, and penalties will be again reviewed towards the end of the current Towards Zero Strategy.

Implement a new speed enforcement strategy

Speed enforcement is one of five priority areas within Tasmania Police's current and future strategic directions.

Tasmania Police continues to focus on speed limit compliance through a combination of high visibility and covert operations across the state. Speeding by 15 km/h or more is identified as a high-risk offence. Over the last ten years, the proportion of speeding offenders who exceed the speed limit by 15 km/h or more has increased to 61 per cent.

Through the RSAC, Tasmania Police is working with State Growth on an Automated Speed Enforcement Project. This project is anticipated to bring greater use of automated technologies to detect and prosecute drivers who exceed the speed limit.

Improve enforcement of high-risk behaviours

In 2020 - 21, Tasmania Police detected 30 447 high-risk traffic offenders, which is 2 447 more than was set in the operational performance target for the year; this demonstrates police are on the roads targeting those who have the potential to cause the most harm.

In total, Tasmania Police proceeded against 56 079 offenders in 2020-21. The prosecutions included:

- 472 for speeding around emergency services vehicles
- 22 741 for speeding by 15 km/h or more
- 1 335 for not wearing a seatbelt
- 122 for dangerous and reckless driving
- I 599 for drink driving, and
- 2 660 for drug driving.

Investigate an enhanced automated speed enforcement strategy

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

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



Informed by independent academic advice and in collaboration with Tasmania Police, the Tasmanian Government developed recommendations regarding the enhancement of Tasmania's ASE program. At its 9 March 2021 meeting, the RSAC endorsed the proposed approach, which was to procure a service provider to manage a program of mobile speed cameras. The supply of an infringement adjudication system was later included in the scope of this procurement.

The project team undertook market research and stakeholder engagement to inform the drafting of the procurement specifications. During 2020-21, the project team completed several supporting tasks, including:

- analysis of operational speed data to understand speeding behaviour in Tasmania
- a trial of connected vehicle data to identify near-miss hotspot
- identification of high-level deployment principles, and
- commenced the development of a communication campaign targeting low-level speeding.

The project team also identified a range of emerging automated enforcement technologies available in the market that can enforce other illegal driving behaviours such as mobile phone and seatbelt offences. These emerging technologies will be investigated further and trialled as part of this project.

Continue to promote the Road Rules

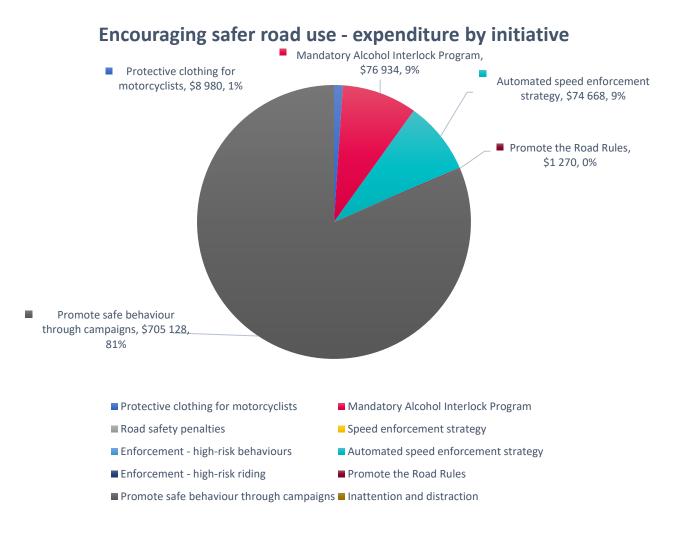
Compliance with Road Rules makes road user behaviour predictable and improves safety for all road users. User-friendly and tailored resources are developed for existing and new Road Rules that come into effect so that the rules are easily understood and adhered to by all road users. Resources, including the Tasmanian Road Rules Handbook, Top Ten Misunderstood Road Rules and the Five More Misunderstood Road Rules pamphlet are distributed to Service Tasmania locations when required. In December 2020, the Road Rules Handbook was updated to incorporate changes to the graduated licensing system. These changes included new rules for learner and provisional drivers.

A comprehensive community education campaign, 'See Red and Blue, Know What to Do,' commenced in November 2020 to communicate the new road rule, requiring drivers to slow to 40 km/h when driving past or overtaking a stationary or slow-moving emergency vehicle.

The campaign ran for seven months and included television, radio, print media, and billboards. The campaign was evaluated, and the results of this will contribute to any further promotion of the Road Rules

Budget summary

Throughout 2020-21 \$0.9 million was spent under the Encouraging Safer Road Use theme, allocated across initiatives as illustrated by the following pie chart.



Making visitors safer

II per cent of all serious casualties on Tasmanian roads are non-Tasmanian residents. The Tasmanian Government is investing \$2 million in initiatives to support the education and safety of visiting road users.

Due to the impact of COVID-19 on travelling restrictions, border control and low visitor numbers, activity under this theme has not been a high priority in 2020-21.



Summary of initiatives

Develop effective and engaging education materials

A range of education materials has been developed aiming to make visiting road users safer. The multi-lingual education material has been delivered to the international visitor audience through targeted communication channels. These include vehicle hangers, brochures, posters, roadside signs, editorial content, film, and digital content. Communications materials continued to be distributed upon request from stakeholders.

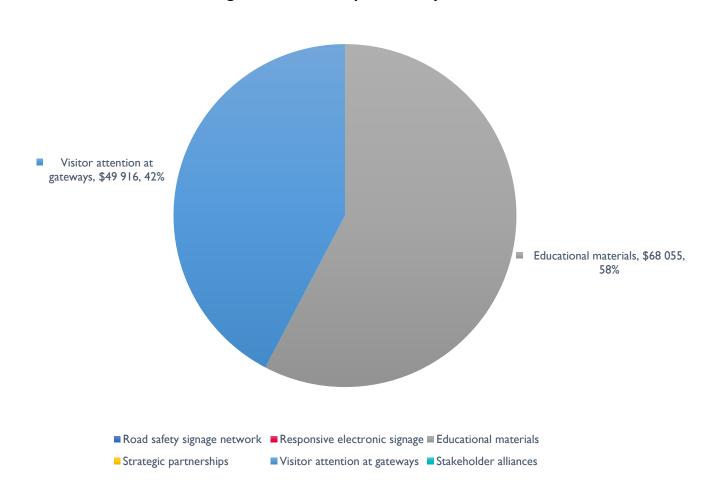
Attract visitors' attention by focusing activity on gateway entry points

Being an island state, Tasmania has the unique advantage of strategically placing essential road safety messages at its gateway airports and seaports to reach visitors before they drive in Tasmania. This includes a range of educational materials, electronic and static signs, and billboards.

Printed collateral is in stock at gateway locations. Due to COVID-19 restrictions on international travel, digital billboards were updated with messaging relevant to domestic tourists. Billboard bookings have been extended in key locations.

Budget summary

Throughout 2020-21 \$0.1 million was expended under the Making Visitors Safer theme, allocated across initiatives as illustrated by the following pie chart.



Making visitors safer - expenditure by initiative

Improving safety through vehicles and technology

Advances in vehicle design and technology are helping to prevent crashes from occurring and better protecting all road users in Tasmania. The Tasmanian Government is committing over \$3 million to support and encourage Tasmanians to drive safer vehicles.

Summary of initiatives

Continue to support ANCAP

Tasmania has the oldest vehicle fleet in Australia. This is concerning because the rate of fatal crashes per registered vehicle is four times higher for vehicles aged 15 years or older than for vehicles aged five years old or less.

Tasmania is a member of the Australasian New Car Assessment Program (ANCAP). ANCAP plays a vital role in informing consumers of the differences in the safety performance of new vehicles entering the Australasian vehicle fleet. Furthermore, ANCAP also advocates for improved vehicle safety design and specification through public education campaigns, advocacy activities and engagement with governments, corporate fleets, the media and consumers.

ANCAP public education campaigns have been aired on Tasmanian television over the last 12 months, highlighting the importance of autonomous emergency braking and lane support systems.

Monitor developments in vehicle technology

Modern vehicles provide superior occupant protection in crashes and are increasingly equipped with active collision avoidance technologies. These technologies alert the driver to potential hazards, give the driver more control in emergency situations and act autonomously to prevent a collision. New features also help drivers to adhere to the speed limit, minimise blind spots, reduce distraction and monitor signs of driver fatigue. Automating the driving task and collision avoidance technologies are in their infancy, but they are evolving rapidly and have enormous potential to reduce road trauma.

The aim of this initiative is to monitor autonomous vehicle and crash avoidance readiness in Tasmania to ensure that Tasmanian infrastructure communication devices and laws are compatible with emerging technologies.

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

Budget summary

Throughout 2020-21 \$0.1 million was expended under the Improving Safety through Vehicles and Technology theme towards supporting the ANCAP. Other deliverables under this theme will commence in future years.

Road safety levy budget overview

Funding

Road safety initiatives in Tasmania are funded through collection of the road safety levy, funding from the Motor Accidents Insurance Board (MAIB) and from the Australian Government Road Safety program (RSP).

The road safety levy

The activities of the RSAC are largely funded by the road safety levy which has been extended for the life of the current Road Safety Strategy to ensure dedicated funding of road safety initiatives.

The Road Safety Levy applies to all registered vehicles with general access to the road network. The Road Safety Levy is collected from vehicle registrations and is deposited into a separate account, which is only used for road safety. The Road Safety Levy raises around \$14 million per annum.

Approved budget for FY 2020-21

The RSAC approved the 2020-21 Action Plan budget on 1 June 2020. The Minister for Infrastructure approved the budget on 20 June 2020.

Total expenditure for FY 2020-21

In the 2020-21 Federal Budget, the Australian Government allocated \$2 billion to road safety initiatives to be distributed through the Road Safety Program, a program designed to fund new small-scale infrastructure treatments.

Under the RSP, \$33.3 million was made available to the Tasmanian Government on 1 January 2021, conditional on all funded works being completed by 30 June 2021.

State Growth consulted local governments and identified a list of projects with the potential to be delivered within the required timeframe. These projects included:

- Safety improvements aimed at minimising the opportunity for conflict between vulnerable road users and motor vehicles such as:
 - o pedestrian crossing facilities
 - \circ on-road bicycle lanes, and
 - o kerb ramps.
- A high-speed rural roads safety program focused on treatments to reduce instances of 'single vehicle loss of control' as the predominant crash type for this road type.
- A mass action Tasmanian Government road safety program targeting improvements at junctions on high-speed state highways and extending shoulder sealing on priority lower/mid-volume state highways.

- A level crossing safety upgrade program addressing over 30 crossings identified for safety improvements such as:
 - crossing surfaces
 - o better sightlines, and
 - upgraded advance warning signage.
- A cycling safety infrastructure program, aiming to improve infrastructure for cyclists, such as separated cycle paths and on-road bicycle lanes.
- Road safety Intelligent Transport System (ITS) improvements, aiming to upgrade Tasmania's ITS, including the renewal of electronic speed signs.

Due to the expenditure of this funding, budget expenditure significantly exceeded the parameters of the budget approved at the beginning of the financial year. The following tables overview the Road Safety Levy and MAIB funding for the period 2020-21.

2020-21 Financial Year	Budget	Actual (YTD)	Balance
	\$	\$	\$
Expenditure (State Growth)			
Administration & Public Relations	297 379	154,043	143 336
Public Education	996 123	1,281,747	(285 624)
Research	130 000	(70,940)	200 940
Subtotal	I 423 502	I 364 850	58 652
Expenditure (Tasmania Police)			
Salaries	I 982 000	2 075 567	- 93 234
Operating Expenses	190 000	231 805	- 41 805
Equipment	453 000	256 406	217 790
Subtotal	2 625 000	2 563 779	82 749
Total	4 048 502	3 928 629	141 401

MAIB Funding as at 30 June 2021

Includes Carried Forward of

• \$120 325 (State Growth)

• \$21 774 (Police)

Road Safety Levy Overview for the Financial Year 2020-21 as at 30 June 2021

Road Safety Levy Opening Summary				
Opening Balance as at 01 July 2020			\$	19 239 486
Annual Allocation to Road Safety Operations			\$	2 600 000
Revenue Summary				
	Reve	enue (FY2I)	Actı	ual
Motor Accidents Insurance Board Funding	\$	1 300 000	\$	I 366 787
Revenue Inflows from Registrations	\$	14 386 832	\$	12 129 961

\$

\$

\$

\$

32 326 318

24 975 000

54 821 413

Expenditure Summary

Funds Available for Distribution

RSP Funding

Theme no.	Theme	Арр	oroved (FY2I)	Act	ual
I	Making our Rural Roads Safer	\$	4 154 500	\$	9 5 1 9 9 1 4
2	Improving Safety in our Towns and Cities	\$	13 011 375	\$	23 546 399
3	Saving Young Lives	\$	3 979 947	\$	4 651 252
4	Encouraging Safer Road Use	\$	1 815 000	\$	866 982
5	Making Visitors Safer	\$	495 000	\$	117 971
6	Improving Safety Through Vehicles and Technology	\$	727 500	\$	12 245
7	General Support	\$	741 000	\$	481 324
Budget and	Expenditure by Category	Арр	proved (FY2I)	Act	ual
Infrastructure	Expenditure*	\$	16 917 000	\$	32 969 147
Policy & Proje	cts Expenditure*	\$	8 007 321	\$	6 382 689
Total Expen	diture	\$	24 924 321	\$	39 196 086
Balance as o	f 30 June 2021	\$	15 305 114	\$	15 625 327
Forecast Clo	osing Balance of FY21	\$	7 401 997^		

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

- The Levy will be supported by the department's funding of associated projects, resulting in the Levy retaining a positive balance. The Levy is budge
- .ted to retain its own positive balance under its dedicated funding model, with support from associated project funding assisting, where required, to meet funding demand.

List of acronyms

Action Plan	Towards Zero Action Plan 2020 - 2024
ANCAP	Australian New Car Assessment Program
ASE	Automated Speed Enforcement
CEO	Chief Executive Officer
CRSG	Community Road Safety Grants
DfJ	Driving for Jobs
GLS	Graduated Licensing System
HPT	Hazard Perception Test
ITS	Intelligent Transport System
JRLF	Jordan River Learning Federation
LDMP	Learner Driver Mentor Program
MAIB	Motor Accidents Insurance Board
MAIP	Mandatory Alcohol Interlock Program
RSAC	Road Safety Advisory Council
RSP	Road Safety Program
RYDA	Rotary Youth Driver Awareness
SRRP	Safer Rural Roads Program
State Growth	The Department of State Growth
Towards Zero Strategy	Towards Zero - Tasmanian Road Safety Strategy 2017-2026
VRUP	Vulnerable Road User Program

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SCHOOL ZONE

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SCHOOL ZONE

Road Safety Advisory Council Department of State Growth

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SCHOOL ZONE 40

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