



Towards Zero Action Plan 2020–2024

**Quarterly Progress Report
to RSAC
as at 30 September 2024**

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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 2023 was 345, compared to 320 in 2022, a 7.8 per cent increase. The 2023 figure of 345 is a 13.2 per cent increase on the five year serious casualty average of 304.8 (2018-2022).

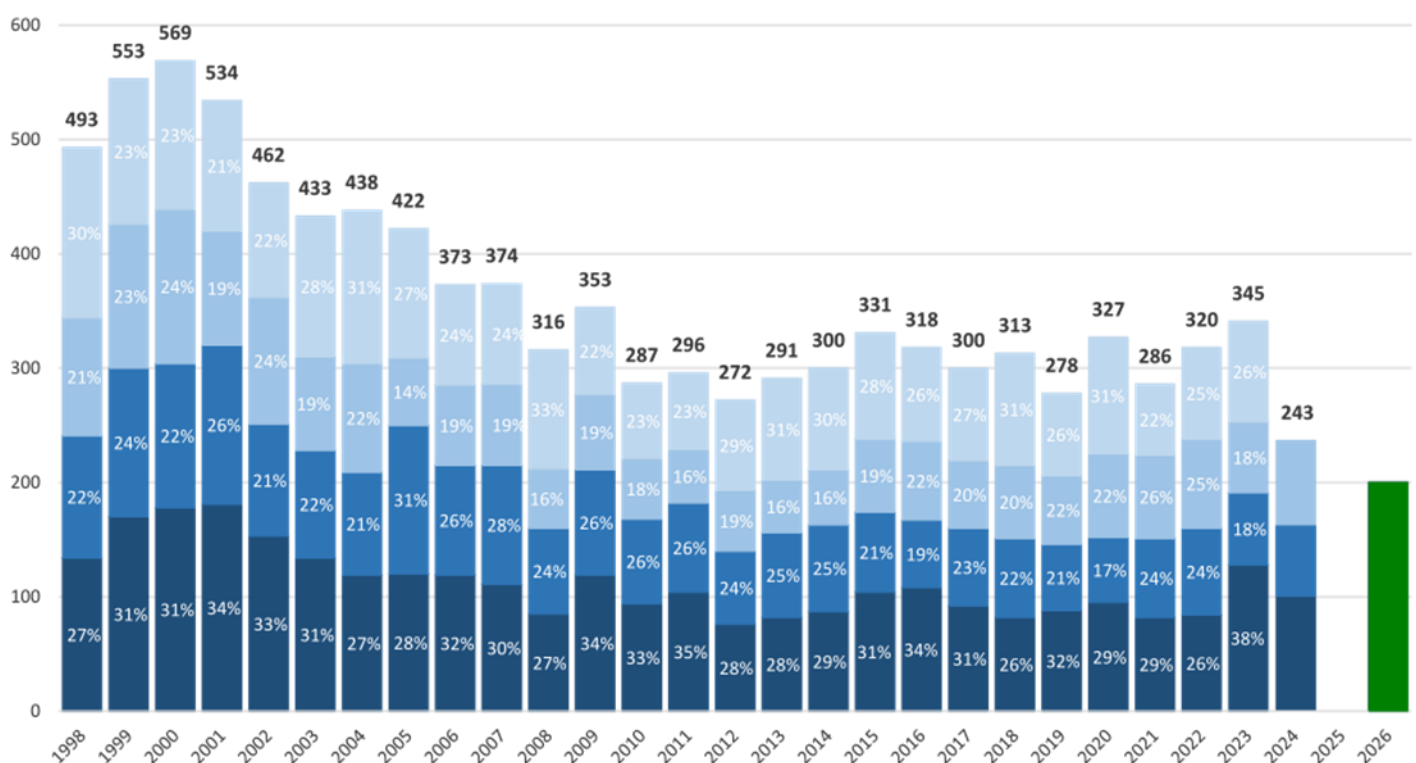
Fatalities

In 2023, there were 36 fatalities on Tasmanian roads which is 15 fewer than the number recorded in 2022. The figure of 36 fatalities in 2023 is a 3.2 per cent decrease on the five-year fatality average of 37.2 (2018-2022).

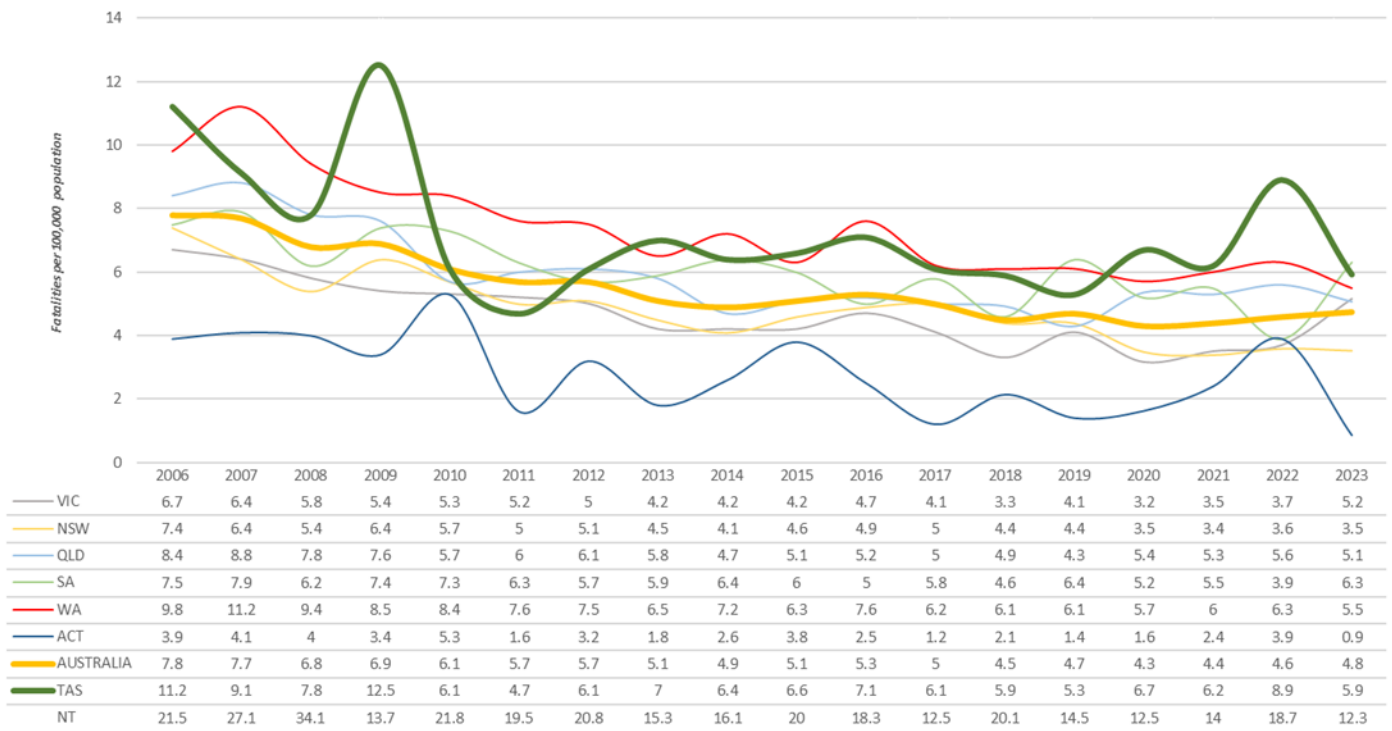
2024 YTD

There have been 243 serious casualties (25 fatalities and 218 serious injuries) to 30 September 2024, 13 fewer than the number recorded at the same time in 2023 (24 fatalities and 232 serious injuries) and an increase of 5.6 per cent on the five year average of 230.2 serious casualties.

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



Annual fatalities – Rate per 100,000 population



Note: NT omitted from chart for clarity purposes.

Progress on meeting MAIB targets

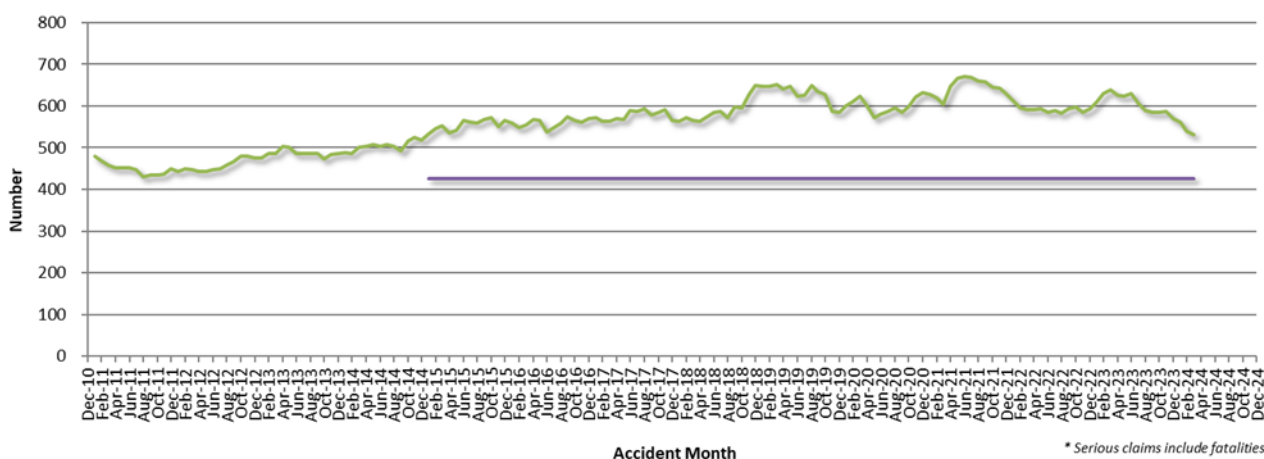
Motor Accidents Insurance Board (MAIB) injury statistics show the number of fatalities and the level of claims for serious injuries on our roads.

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

Fatalities – 12 Month Rolling Total



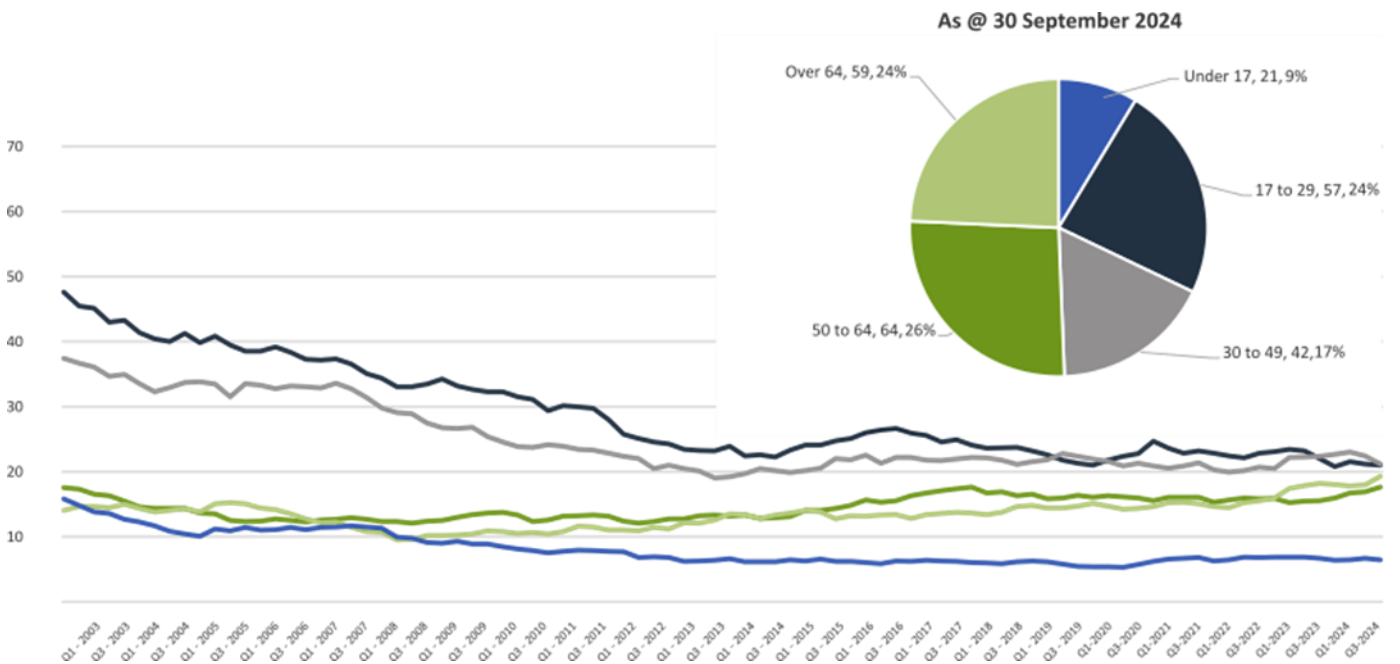
Total Serious Claims – 12 Month Rolling Total



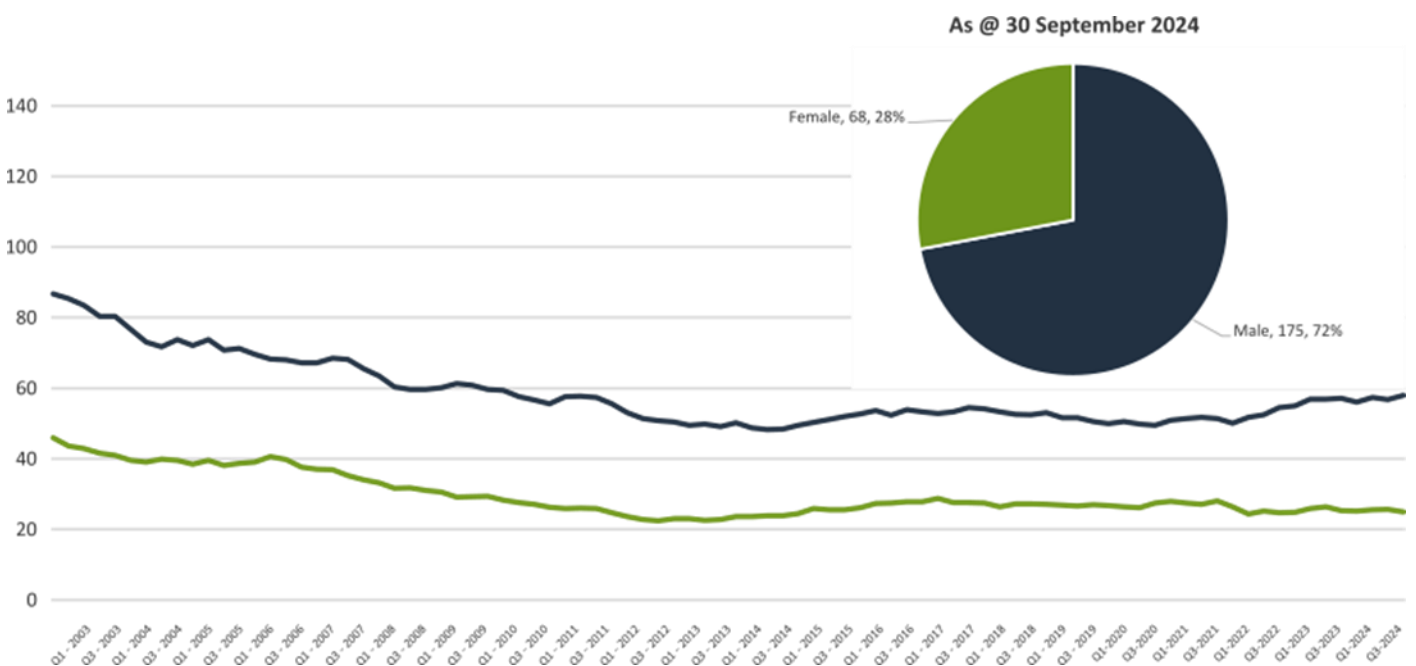
* Serious claims include fatalities

Statistics

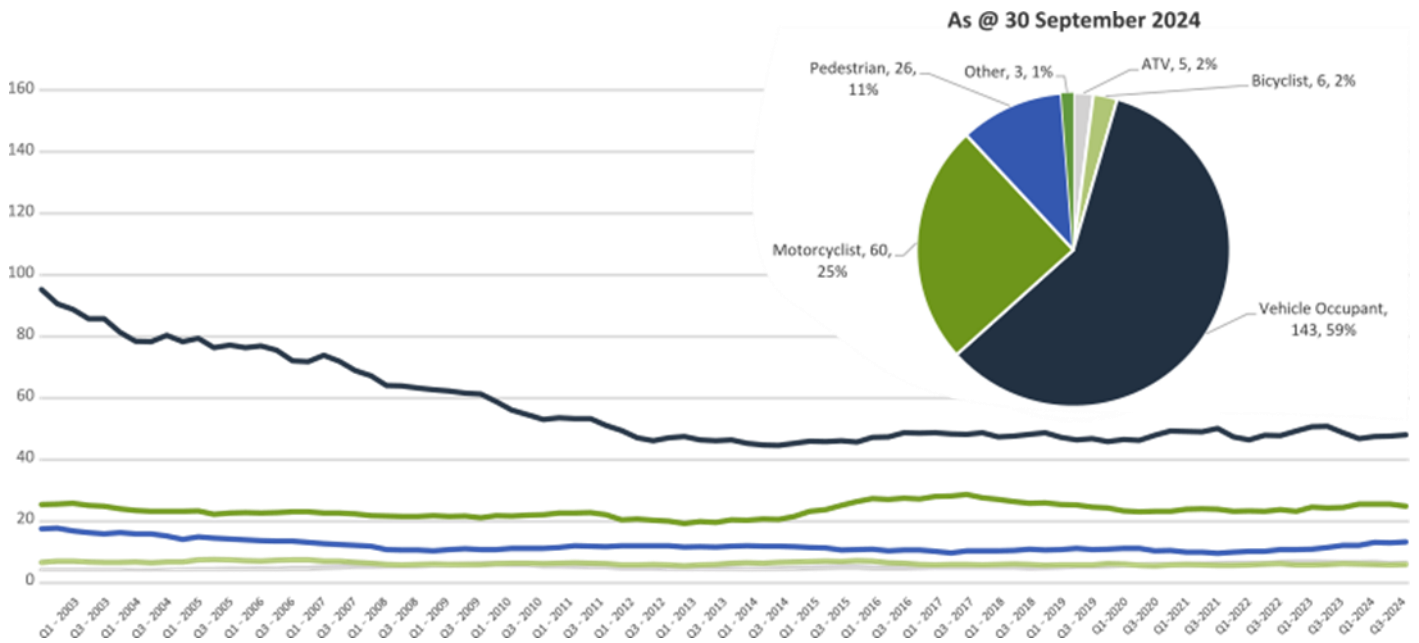
Serious Casualties by Quarter by Age Group – 12 period moving average



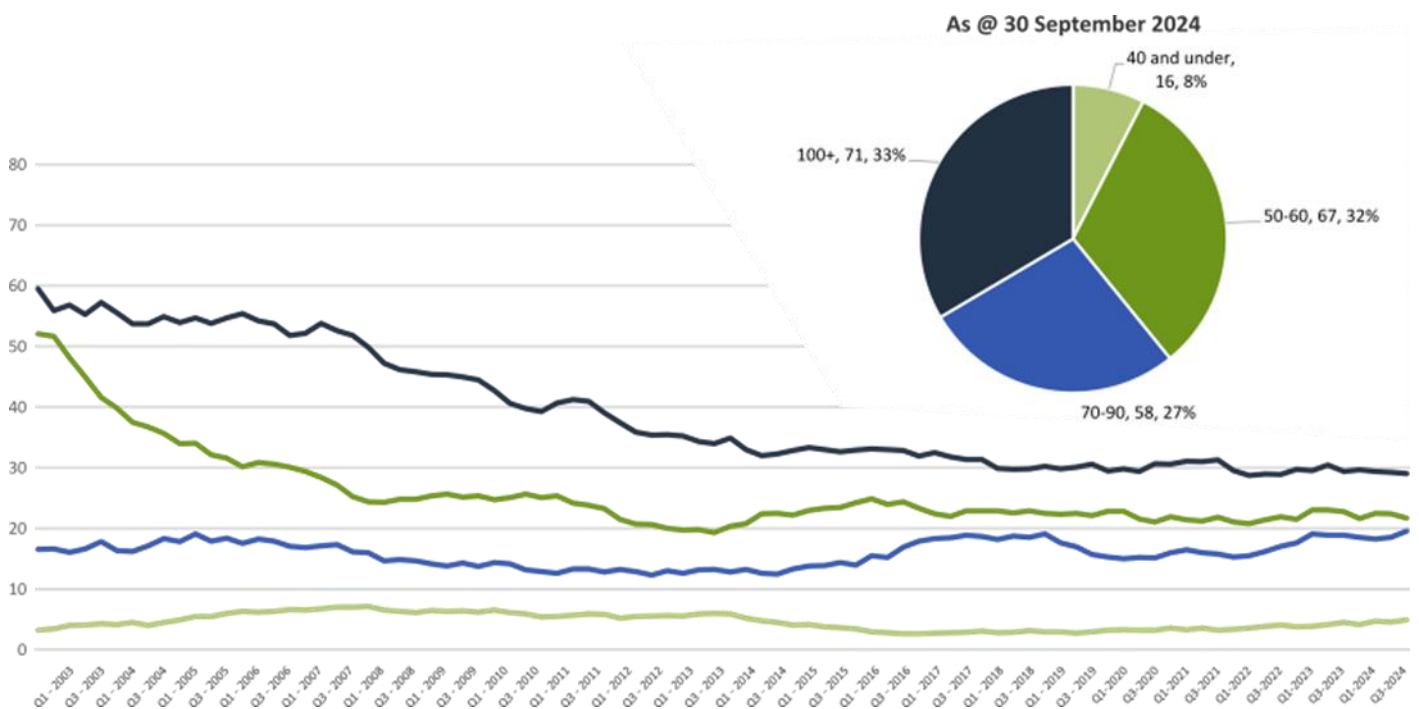
Serious Casualties by Quarter by Sex – 12 period moving average



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

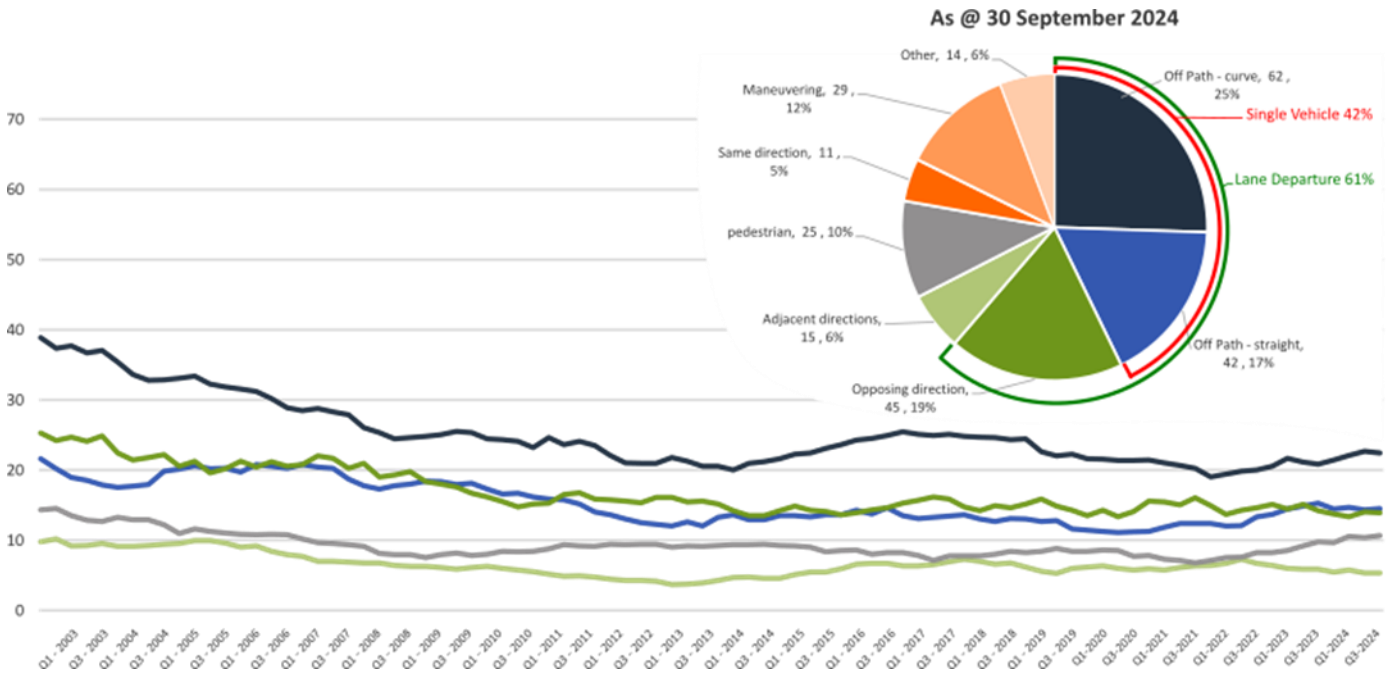


Serious Casualties by Quarter by Speed Zone – 12 period moving average



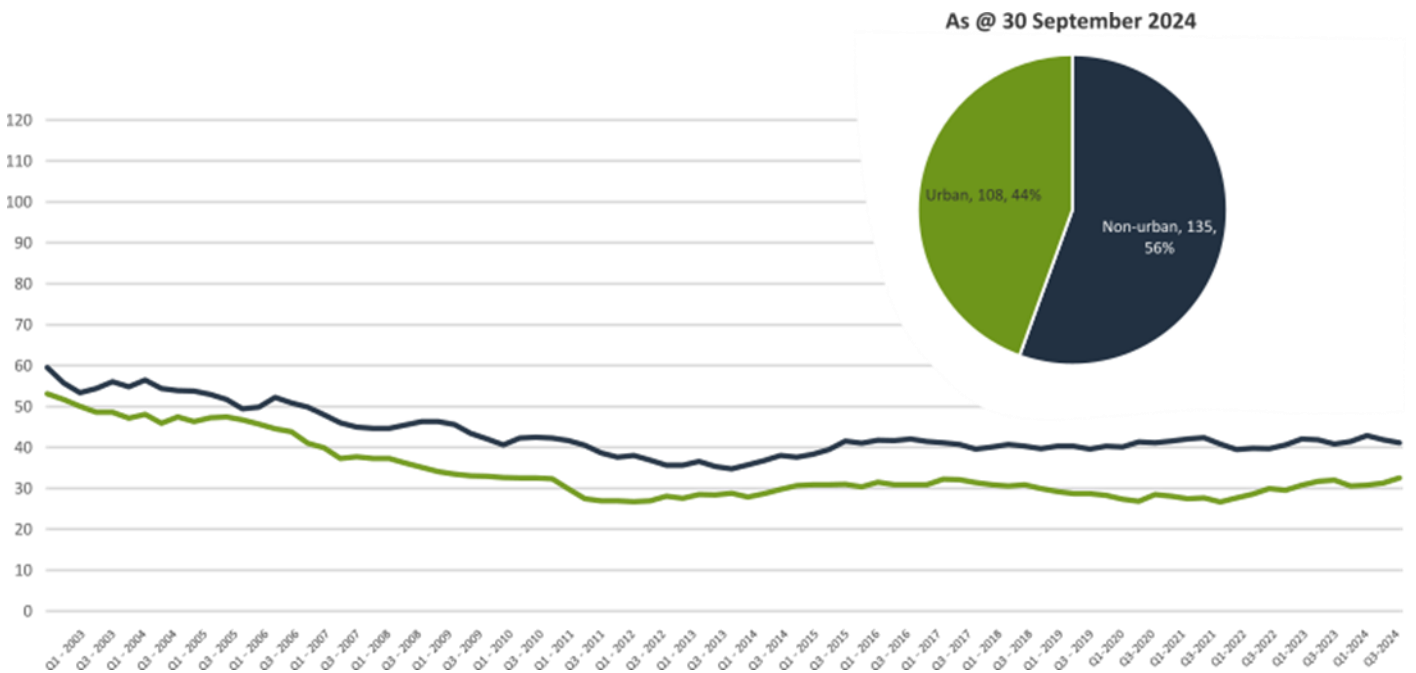
Pie chart excludes serious casualties where speed zone is recorded as 'not known'

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



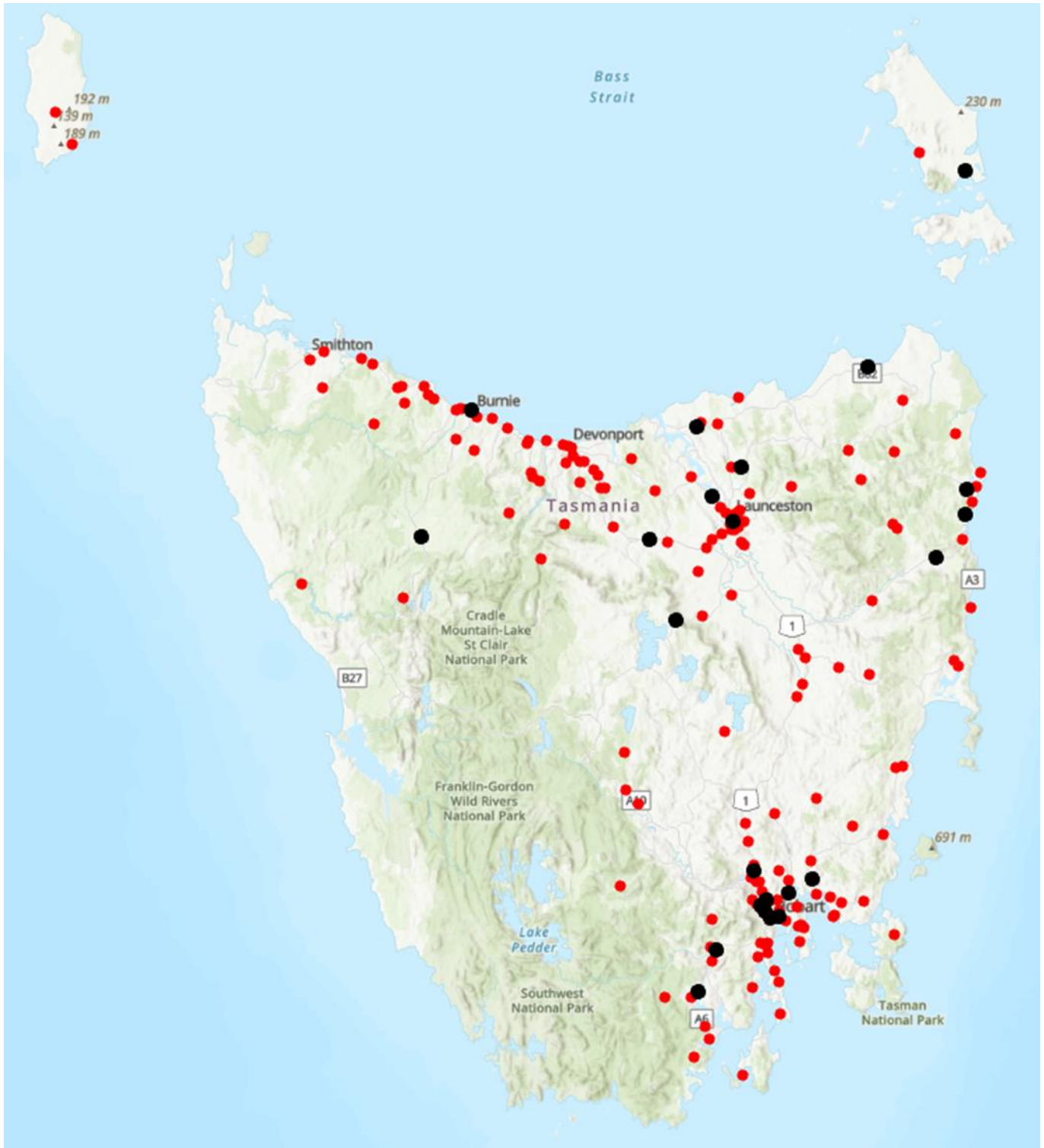
Other includes crash types: on-path (4%), overtaking (1%) & passenger and miscellaneous (1%).

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 30 September 2024 (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

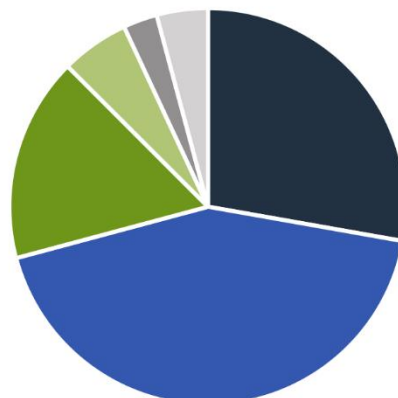


Over \$4 million



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	On schedule		Strategic partnerships	On hold
Tourist education at gateway entry points	On schedule		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



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.

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 30 September 2024, 57 projects from the FY21 program rounds have been delivered, and two projects are experiencing delays.

The 2022–2023 funding round for the SRRP awarded \$3.2 million from the Road Safety Levy for 18 successful applicants. For these approved SRRP applications, \$3.2 million of funding, alongside \$1.6 million in co-contributions from councils, has allowed for \$4.8 million of infrastructure to be built to improve safety on rural roads. Funded infrastructure treatments include guardrails, pavement widening, line marking and traffic signage.

As of 30 September 2024, 11 of the 2022-23 SRRP projects have been completed, three are in the process of acquittal, one has been withdrawn and three are in the delivery of works stage.

The 2023-24 funding round of the SRRP opened on 4 December 2023 and closed on 23 February 2024. This round had a combined sum of funding approved with the VRUP of \$4.68 million. This was approved by the Minister for Infrastructure and Transport on 27 September 2023.

The SRRP received 18 applications for the 2023-24 round. These applications were competitively assessed by the VRUP & SRRP Assessment Committee on 13 March 2024, with 14 projects recommended for funding. Grant deeds have been sent to successful applicants. As of 30 September 2024, the status of the 14 SRRP projects in the 2023-24 round comprised six projects at the stage of finalising plans, four projects have submitted finalised plans (for Traffic Engineering review), and four projects are in the delivery of works stage.

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

This program of works has supported Road Safety Levy co-contributions under 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

On 28 September 2024, an audit was conducted on the Lyell Highway between Derwent Bridge and Queenstown. An audit report is expected to be delivered to the Department of State Growth by November 2024. A stakeholder engagement opportunity will be conducted in early 2025, prior to selection of infrastructure treatments for the route.

The Department of State Growth is currently considering the audit report for an audit that was conducted on the Tasman Highway between Scottsdale and St Helens on 18 March 2024. Infrastructure treatments are expected to commence in early 2025.

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, infrastructure measures, vehicle technologies, 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

The RSAC agreed that a formal public consultation process be undertaken to support the development of the Speed Management Strategy. An RSAC endorsed Steering Committee, including representation from the Department of State Growth, has developed a Speed Management Strategy Consultation Paper. It sets out the proposed framework for the Strategy, including core principles, action areas, and outcomes designed to help reduce fatalities and serious injuries. The Consultation Paper includes questions about the proposed Strategy approach, providing an opportunity for the community to have a say on its development to help strengthen speed management and reduce road trauma in Tasmania.

Public consultation is planned for implementation in early October. The purpose of engagement is for RSAC to inform the community and stakeholders about speed management and the Strategy, as well as provide the opportunity for feedback and input on the proposed Strategy approach. In addition to the Consultation Paper, there will be a website to host the engagement, which will include information about the consultation, opportunities to provide feedback, including how to make a submission, access to consultation documents, and contact us information.

The intention is for the consultation to go live on Thursday 10 October 2024 for a period of six weeks. A consultation report will be developed for the RSAC that summarises the outcomes of the engagement, with a briefing provided to the Minister. Consultation feedback will be used to inform the development of the final Strategy.

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

State Growth has developed a Safe System Training Framework to provide a strategic approach in expanding Safe System knowledge and skills, an initiative under the *Towards Zero Action Plan 2020-2024*. Following consultation with key stakeholders, State Growth is progressing with development of an introductory Safe System Training module to support the existing training and workshops delivered by training organisations. The development of the Safe System induction module is expected to be completed by December 2024.

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 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.

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 Road Safety Program (RSP) 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 30 September 2024, 60 projects from the FY21 rounds have been delivered, three projects are in progress and three projects are experiencing delays. Eight projects from the 71 successful projects, valued at \$1,405,000, have been withdrawn.

The 2022–2023 funding round of the VRUP awarded \$1.4 million from the Road Safety Levy to 15 successful applicants. For these successful VRUP applications, \$1.41 million of funding, alongside nearly \$500,000 in co-contributions from councils, has allowed for \$1.9 million of infrastructure to be built to protect vulnerable road users. Funded infrastructure treatments include traffic calming measures, electronic speed signage, footpaths, pedestrian refuges, curb ramps and crossing.

As of 30 September 2024, seven of the 2022-23 VRUP projects are complete, one is in the process of delivering works, two projects have been withdrawn, three projects have requested an extension and two projects are at the stage of acquittal, assessment of works.

The 2023-24 funding round of the VRUP opened on 4 December 2023 and closed on 23 February 2024. This round had a combined sum of funding approved with the SRRP of \$4.68 million. This was approved by the Minister for Infrastructure and Transport on 27 September 2023.

The VRUP received 31 applications for the 2023-24 round. These applications were competitively assessed by the VRUP & SRRP Assessment Committee on 15 March 2024, with 24 projects recommended for funding. Grant deeds have been sent to successful applicants. As of 30 September 2024, the status of the 24 VRUP projects in the 2023-24 round comprised 10 projects at the stage of finalising plans, four projects have submitted finalised plans (for Traffic Engineering review), and 10 projects are in the delivery of works stage.

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

The Road Safety Branch continues to work with funding recipients to ensure project evaluations and acquittals are received from the 2023-24 funding round.

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

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

Current situation / comments

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

Between 1 June and 30 August 2024, the LDMP delivered 4,706 hours of supervisory driving and achieved 54 provisional licences. There were on average 236 learner drivers engaged in the program.

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.

State Growth contracted the Queensland University of Technology (QUT) Centre for Accident Research and Road Safety – Queensland (CARRS-Q) to undertake an evaluation of the changes over a seven-year period, including crash and offence based analyses and personal experiences of Tasmanian residents. The intermediate phase of the evaluation is currently in progress.

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 which the former Minister for Infrastructure and Transport approved. Consideration of the package by the Tasmanian Government has been delayed due to the caretaker and election periods and formation of a new Government but is expected to occur shortly.

Status			On schedule/progressing/low risk	
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RYDA program

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. RYDA's curriculum consists of six sessions, each focusing on critical aspects of road safety, including speed management, distraction avoidance, and the importance of responsible driving. Professional facilitators, including Tasmania Police and experts from road safety organisations, lead the sessions. Rotary volunteers support the program's operations, handling logistics, coordination with schools, and ensuring smooth delivery across six statewide locations.

RYDA has proven to be a transformative experience for students, fostering attitudinal changes towards driving. The program encourages young drivers to think critically about their behaviour on the road, equipping them with the knowledge and skills needed to make safer choices. Additionally, students who participate in RYDA receive a five-hour reduction in the mandatory driving hours required for their learner's licence, further incentivising participation.

Current situation / comments

In 2024, RYDA provided a full day of interactive road safety training designed to prepare young drivers and passengers for the responsibilities of the road. The program engaged 4,484 students through 79 sessions conducted across Tasmania, with 33 sessions in the South, 21 in the North, and 19 in the North-West. The sessions targeted high schools in both urban and regional areas, ensuring equitable access to road safety education statewide.

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 (RYDA).

Current situation / comments

The DfJ Program operates at Jordan River Learning Federation (JRLF) and Claremont College in the South and Launceston and Newstead Colleges in the North.

In 2023, DfJ students undertook 1,254 hours of fully funded driving lessons delivered by RACT accredited driving instructors. A total of 28 students obtained their learner licence and 31 students obtained their provisional driver licence. 68 students attended the full day RYDA road safety program. Unfortunately JRLF has been unable to provide data for the number of learner and provisional licences obtained and the number of students who attended RYDA. This data collection issue has been resolved from the commencement of term one 2024.

The DfJ Program continues to go from strength to strength with more driving lessons delivered in 2023 than in previous years.

A review of the DfJ Program was commissioned by the Department for Education, Children and Young People who engaged consultant Purple Infinity with the review completed in September 2024.

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.

Current situation / comments

RoadSafe Program

This program focuses on road safety education for primary school students. During the fiscal year, RACT far exceeded its goal of 40 presentations by delivering 93 sessions to over 2,000 students in grades 3-4. These sessions introduced fundamental road safety practices, tailored to younger audiences to ensure long-term retention of safe driving principles.

Ready for the Road Program

Targeting high school students (Years 10-12), this program educates about the Graduated Licensing System (GLS) and specific rules for L and P plate drivers. The program delivered 34 sessions across the state, exceeding the original goal of six. These sessions reached over 1,500 students and were complemented by 14 practical "Distracted Driving" courses, giving students hands-on experience in managing distractions while driving.

Years Ahead Program

Aimed at senior drivers, this program provided 30 sessions across Tasmania, engaging 429 participants. The sessions offered road rule updates and safe driving tips, helping seniors maintain their driving skills and knowledge.

RACT also expanded its educational outreach with programs beyond those required by the grant:

- Yippee! Storybook Sessions: For children aged 0-5, this initiative introduces basic road safety principles. RACT delivered 238 sessions statewide, reinforcing safety messages early in life.
- Youth Showcase Event: Held during National Road Safety Week, this event highlighted road safety issues for young drivers and further emphasised the importance of safety on the roads.

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 Real Mates campaign was launched at the end of September in line with Grand Final weekend. Planning ahead and ensuring your mates all get home safely after a night out is the focus of the newly revamped campaign. The campaign focuses on the Bro Code and adds new rules around a night out to make sure the whole crew get home safely. The Bro Code, a set of unwritten rules among male friends that emphasizes loyalty, respect, and camaraderie, now includes guidelines that encourage friends to ensure one another's safe return home. New Bro Code rules include making plans to get home safely after a night out, allowing a friend to crash at your place, having a designated driver, lending money for rideshares, calling a parent for a ride, and never leaving a friend behind. Anyone who looks out for you—be it a friend, a parent, or even a sibling—can be considered a bro in this context. Statistically, males in the 17 to 25 age group account for about a quarter of all road users involved in crashes where alcohol is a contributing factor over the last five years. Given that rural and regional areas of Tasmania may lack access to Ubers or taxis, having a clear plan is crucial. While the campaign will run on television and radio, it will feature predominantly on social media platforms to specifically target this cohort. The first burst of this campaign will run until the end of December.

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

The Bicycle Network delivers the Ride2School program designed to promote safe cycling habits, road safety awareness, and positive road-sharing behaviour among primary-aged students. Through engaging educational sessions, the program encourages young students to embrace cycling as a safe and sustainable mode of transport.

Current situation / comments

The Ride2School program delivered 114 workshops across Tasmanian primary schools, reaching students of all cycling abilities. The program's focus expanded to include students with low confidence and those with disabilities, ensuring inclusive participation. Schools like Waimea Heights Primary School benefited from the Learn2Ride initiative, which provided additional support to students needing more intensive bicycle skills training.

Participant workshops covered essential skills such as helmet fitting, bicycle maintenance, practical riding skills, and road-sharing behaviour. These sessions were interactive and designed to improve students' road safety knowledge and cycling confidence, ensuring they can ride safely to school or for recreation.

A highlight of the year was the National Ride2School Day, celebrated with South Hobart Primary School's "Ride the Rivulet" event. This event, which featured practical cycling activities like slow races and U-turn exercises, emphasised community engagement and active transport.

Status			On schedule/progressing/low risk	
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Safety around schools

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

Current situation / comments

The Love 40 road safety around schools campaign has been conducted at the commencement of each school term since 2020. The campaign features on television and radio, however limited capacity to reach a wider audience. The department has engaged Cummins and Partners to redevelop the successful campaign for the commencement of the 2025 school year. The Road Safety Branch has been assisting with the redevelopment, focusing on slowing down in school zones, around school buses and obeying the school crossing patrol officers.

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

Kidsafe Tasmania conducts free child restraint checking 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

In FY2023-2024, Kidsafe delivered a series of free child restraint checks and provided training sessions for professionals, with a focus on empowering communities and improving safety for young passengers.

Child Restraint Checking and Fitting Services

In FY2023-2024, sessions highlighted a concerning statistic that nearly all child restraints required some form of adjustment to meet safety standards. Kidsafe's trained professionals ensured that parents left each session with a properly fitted child restraint and a better understanding of why correct installation is crucial.

Training Sessions for Professionals

In addition to supporting families directly, Kidsafe delivered specialised training to childcare and transport professionals. These sessions ensured that those responsible for transporting children were well-versed in the legal and practical aspects of car seat safety, equipping them with the skills needed to protect children during transit.

Public Awareness Campaigns and Educational Outreach

Kidsafe Tasmania extended its impact by distributing educational materials statewide, informing the public about the appropriate type of restraint for different ages and sizes. Media releases around key dates, such as the "Buckle Up Every Trip" campaign before Easter, served as timely reminders for families. These campaigns emphasized the risks of incorrect car seat installation and provided actionable safety tips.

Community Engagement and Feedback

The positive feedback from communities, including Wayraparrattee Child and Family Learning Centre, highlights the importance of Kidsafe's programs. Families consistently express appreciation for the non-judgmental and supportive approach taken by Kidsafe's team, noting the increased safety awareness they gain from the sessions. The initiative's popularity is further evidenced by growing participation, with more families seeking out Kidsafe's services each year.

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.

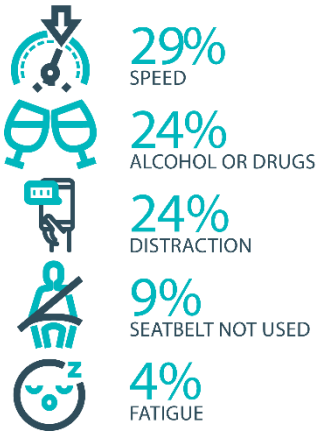
Current situation / comments

The Glenorchy City Council is preparing to undertake an evaluation of the Full Gear program, focusing on impact to the community and individual members. A copy of the evaluation report will be available to RSAC in early 2025.

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.

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. In addition regular operations continue to be conducted which target illegal phone use.

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 *We're Looking Out for You* road safety campaign will again run at the end of 2024 over the Christmas / New Year period. It was last run in March / April 2024. This campaign focuses on

encouraging drivers to reflect on their behaviour during the holiday period, emphasizing the importance of getting home safely. With the tagline "We're looking out for you this holiday season." it highlights that getting caught breaking road rules could actually save lives, helping to prevent a catastrophic crash before it occurs.

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

Launched in July 2024, the new **Over is Over** campaign aims to reshape road safety attitudes and challenge the misconception that driving just a few kilometres over the speed limit is acceptable. This campaign underscores the disconnect between current speeding behaviours and historical safety measures, such as mandatory seatbelt use, reduced blood alcohol limits, random breath testing, and restrictions on mobile phone use while driving. Although these regulations faced initial resistance, they have become widely accepted and have significantly improved safety on Tasmanian roads over the past 50 years. The initial phase of the **Over is Over** campaign ran across television, radio, and social media until mid-September 2024. Billboards around the state have also been reskinned to feature the Over is Over campaign and a number of Metro buses around the State also feature this advertising.

The Love40 campaign had another burst at the start of Term Three in July 2024, and will again run at the beginning of Term 4 in October 2024. Love40 aims to encourage motorists to drive at or below the school zone limit to keep our children safe. A new Love40 campaign will be launched early in 2025.

The 'You Can't Beat Tassie Roads' motorcycle campaign and the Cycling Safety campaign will again run later this year. . The motorcycle campaign serves as a reminder for touring motorcyclists, both local and from interstate or overseas, to drive carefully on Tasmanian roads. The purpose of this Cycling Safety campaign is to promote mutual respect and safety between cyclists and motorists on shared roads. It emphasizes that everyone is accountable for their actions, regardless of their mode of transportation, and encourages road users to support one another to ensure everyone's safe return to their loved ones.

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. Drafting work has been suspended pending a review to determine whether the proposed amendments will create a best practice program.

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 commenced on creating new contracts in early February 2023. Crown Law has advised that: (i) the format of the contract must be updated to reflect the new TTCC template; and (ii) we must undertake a full tender process rather than roll the contracts over. This approach will also capture the two intending approved providers. Work continues.

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

In June 2023, an updated public education brochure educating riders on the importance of wearing protective motorcycle gear was re-distributed to Tasmanian retailers, Tasmanian Neighbourhood Houses and AJL training facilities. The brochure reiterates the importance of wearing full gear on every ride and directs 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.

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

The Road Safety Branch (RSB) undertook 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 compared 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).

A recommendation to consider endorsing amendments to the monetary penalties for offences relating to illegal mobile phone use, seatbelt non-compliance, registration, and speed, was provided to RSAC for review in its May 2023 meeting. RSAC considered the proposal, recommending penalties should not be amended until the effects of the new automatic traffic enforcement program have been considered. RSAC agreed to review penalties again when the evaluation is complete.

Status			On schedule/progressing/low risk	
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Speed enforcement strategy

As one of the primary ‘fatal five’ contributory factors, speeding is directly addressed within the Tasmania Police *Safe Roads 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.

Tasmania Police continues to research and trial new technology to support enforcement activities – the latest efforts involving a supplementary review of ‘In-Motion’ camera technology, where speed cameras are fitted to moving vehicles to support interdiction at the time of or sometime after, offending behaviour. Automatic number plate recognition technology is hoped to complement the in-motion component, enhancing enforcement efforts even further. Tasmania Police will also continue to support the Department of State Growth in the conduct of the automated speed enforcement program in Tasmania, specifically via intelligence-led advice into camera sites, infringement notice processing and review activities.

Tasmania Police will imminently transition from the high-visibility Kia Stinger as its targeted highway patrol vehicle to the BMW 340i sedan. This forms part of strategic efforts to drive down high-risk speeding behaviour across our highway networks. The introduction of these vehicles will be complemented by existing ‘Over is Over’ livery to further augment speed-related messaging. 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.

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 *Safe Roads Strategy 2022-2024*, focuses the activities of all police 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 actively seek to create an environment through targeted policing tactics and consistent police messaging, where drivers expect to encounter enforcement activities anywhere on the road network. A specific focus upon the conduct of high-visibility District and Statewide Road Policing Operations underpins this strategy.

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 began issuing Infringement Notice's to motorists detected speeding.

Currently there are 16 mobile speed camera systems operating in Tasmania being deployed at over 400 unique locations each month. Mobile speed camera deployment locations have been chosen based on crash risk, road safety infrastructure and vehicle operating speeds.

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 program website (speedcameras.tas.gov.au).

The Road User Portal (portal.speedcameras.tas.gov.au) was developed in early 2023 to support enforcement and allow motorists to view their offence images and video. The Road User Portal aims to improve transparency and build confidence in automated traffic enforcement.

In addition to speed enforcement, the Government has allocated an additional \$9.3 million over three years to allow for an expansion of enforcement to 16 cameras, provide an additional one year of enforcement, and implement emerging technologies such as mobile phone, seatbelt, and average speed enforcement.

To support the implementation of these emerging technologies, the project team progressed legislative and regulatory amendments in 2022 which have enabled photographic detection devices to be used in the detection and prosecution of mobile phone, seatbelt, and average speed offences.

In August 2023, mobile phone and seatbelt enforcement commenced using four camera systems with approximately 50 deployment per month. The implementation of mobile phone and seatbelt enforcement has been supported by the 'Click. Store. Go.' campaign, which encourages positive behaviour change and informs motorists that detection cameras are now live.

On-road trial of registration enforcement technology commenced in early 2024 to detect unregistered and uninsured vehicles and enforcement is expected to commence in mid-2024.

The project team is progressing work to deliver a trial of mobile average speed enforcement technology. The trial of this technology is expected to commence in mid-2024.

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.

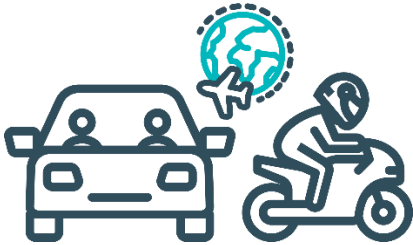
Current situation / comments

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			On schedule/progressing/low risk	
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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			On schedule/progressing/low risk	
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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 Strategic Plan for 2023-2030. Tasmania has increased its support of ANCAP with funding of up to \$85,000 per annum from the Road Safety Levy. ANCAP published six new vehicle ratings between 1 July 2024 and 30 September 2024. Each vehicle goes through four crash tests, various crash avoidance tests and other assessments. One vehicle was republished from Euro NCAP and three were tested and published by ANCAP.

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

A regulatory framework for the use 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.

RSAC will soon consider policy advice on the light vehicle safety strategy.

Status			On schedule/progressing/low risk	
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Funding

Road Safety Levy Overview for the Financial Year 2024/25

As at 30 September 2024 (Quarter 1)

Road Safety Levy Opening Summary

Opening Balance as at 01 July 2024	\$28,189,355
Annual Allocation to Road Safety Operations	\$2,600,000

Revenue Summary

	Forecast (FY25) \$	Actual (YTD) \$
Motor Accident Insurance Board Funding	TBC	315,615
Revenue Inflows from Registrations	18,157,313	5,245,457
Funds Available for Distribution	47,646,668	33,750,428

Expenditure Summary

Theme no.	Theme	Forecast (FY25) \$	Actual (YTD) \$
1	Making our Rural Roads Safer	3,987,671	387,154
2	Improving Safety in our Towns and Cities	4,065,043	509,519
3	Saving Young Lives	2,733,184	211,392
4	Encouraging Safer Road Use [^]	3,437,663	954,502
5	Making Visitors Safer	80,258	22,143
6	Improving Safety Through Vehicles and Technology	620,000	101,906
7	General Support	794,578	180,041

Budget and Expenditure by Category	Forecast (FY25) \$	Actual (YTD) \$
Infrastructure Expenditure	7,623,665	838,429
Policy & Projects Expenditure	7,674,731	1,528,229
Total Expenditure	15,298,397	2,366,658
Balance as of 30 September 2024	30,204,084	31,383,770
Forecast Closing Balance of FY25	32,348,271	

[^]includes MAIB expenditure

MAIB Funding

As at 30 September 2024

2024/25 Financial Year	Budget \$	Actual (ytd) \$	Balance \$
Expenditure (State Growth)			
Administration & Public Relations	345,798	74,367	271,431
Public Education	1,135,000	227,735	907,265
Research	70,000	13,514	56,486
Subtotal	1,476,423	315,615	1,160,808
Expenditure (Tasmania Police)			
Salaries	2,299,342	607,243	1,692,099
Operating Expenses	188,000	14,426	173,574
Equipment	507,257	52,352	454,904
Subtotal	2,994,599	674,022	2,320,577
Total	4,471,022	989,637	3,481,385
Includes Carried Forward of \$153,480 (Police) <i>*note: State Growth budget is currently indicative – awaiting MoU funding confirmation</i>			



Department of State Growth
Road Safety Branch
Towards Zero Action Plan 2020-2024

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