

# **Our Safety, Our Future**

Tasmanian Road Safety Strategy 2007-2016

## **Second Action Plan**

2011-13



## Our Vision

The Tasmanian Government and the Road Safety Advisory Council are committed to working towards **the elimination of fatalities and serious injuries caused by road trauma in Tasmania**. This vision for the future is long term, and is only achievable in incremental steps. It will not happen overnight, and it cannot happen without the commitment and support of all members of the Tasmanian community. This is set out in the *Tasmanian Road Safety Strategy 2007-2016* (the Strategy).

## Our Targets

Tasmania *Together* is the Tasmanian Government's long-term social, economic and environmental plan for the future. It is a vision for Tasmania based on the wishes of the Tasmanian people and contains a number of community goals and benchmarks that will help shape government policy, service delivery and budgets into the future.

Tasmania *Together* includes a number of specific targets for road safety:

By 2010: a 20% reduction in serious injuries and fatalities from 2005.

By 2015: a 20% reduction in serious injuries and fatalities from 2010.

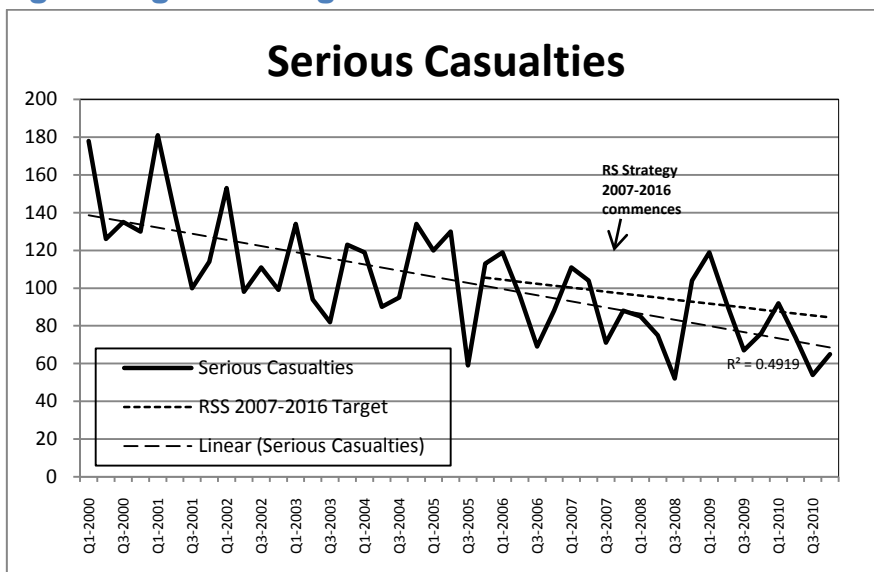
By 2020: a 20% reduction in serious injuries and fatalities from 2015.

## Our Achievements to Date

Analysis of Tasmanian crash data reinforces that the Strategic Directions committed to under the Strategy remain the appropriate areas to focus on to improve road safety.

Tasmania is tracking ahead of the Tasmania *Together* long-term target for road safety. The first target 'by 2010: a 20% reduction in serious injuries and fatalities from 2005' has been exceeded with a reduction of 32.5%. This Action Plan includes new initiatives to support meeting the second target of a further 20% reduction in serious casualties by 2015. Progress as at the end of the first Action Plan is indicated on the chart below (Figure 1).

**Figure 1 – Progress against Target: Serious Casualties**



Source: Crash Data Manager

While progress against the Tasmania *Together* targets is good, there are still areas where greater progress can be made. Table 1 shows a comparison of crash problem areas since the development of the key strategic directions, as well as the ten year trend. In summary, it shows:

- Overall serious casualties trending down and below target;
- Speed, inattention and alcohol as crash factors trending up and above target;
- Motorcycle crashes trending slightly down but above target; and
- Head-on crashes trending down but above target.

**Table 1 – Crash data analysis**

Crash Problem Area	Percentage of Serious Casualties		Ten Year Trend	Against Target
	1996-2005	2006-2010		
<b>Crash Type</b>				
Run-off road	39%	46%	Decrease	Below
Intersection	20%	6%	Decrease	Below
Head-on	10%	20%	Decrease	<b>Above</b>
<b>Behaviours</b>				
Speed	19%	35%	<b>Increase</b>	<b>Above</b>
Inattention	21%	41%	<b>Increase</b>	<b>Above</b>
Inexperience		31%	Not in first Report	
No seatbelts	9%	13%	Decrease	Below
Drink driving	11%	24%	<b>Increase</b>	<b>Above</b>
<b>Road User Types</b>				
Young Drivers	19%	28%	Decrease	Below
Motorcyclists	15%	21%	Decrease	<b>Above</b>
Pedestrians	11%	9%	Decrease	Below

Source: Crash Data Manager - MUARC analysis 2007, DIER analysis 2009, Updated DIER 2011  
 Note: Crash factors were expanded in 2005. Crash factors were previously reported as a percentage of total crash factors, as multiple crash factors may be attributed to a crash.

## Strategic Directions

The *Tasmanian Road Safety Strategy 2007- 2016* provides Strategic Directions to support the achievement of the Tasmania *Together* targets.

There are four key Strategic Directions outlined in the *Tasmanian Road Safety Strategy 2007-2016*:

- Safer Travel Speeds
- Best Practice Infrastructure
- Increased Safety for Younger Road Users
- Enhanced Vehicle Safety

Analysis of crash statistics since the beginning of the Strategy confirms that, while the percentage of serious casualties represented may have changed, the major problem areas remain the same. It is also important to consider the ten year trend in these areas. Following this analysis it was determined that the Strategic Directions that were set when the Strategy was developed remain appropriate.

This Action Plan outlines key initiatives the Tasmanian Government is committed to implementing for the financial years 2011 - 2013. All initiatives support the achievement of the four Strategic Directions and address the crash problems identified in the *Tasmanian Road Safety Strategy*.

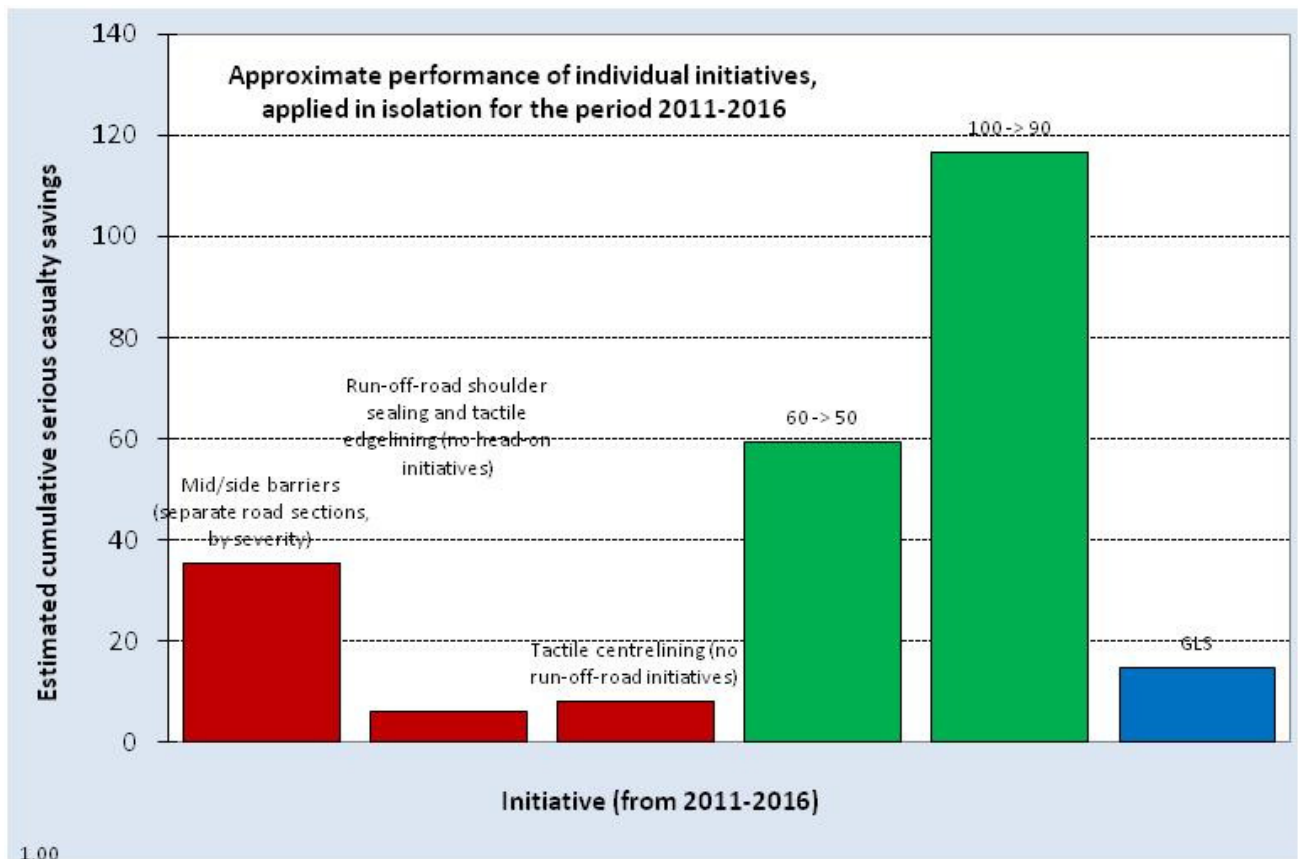
## How we will maximise the benefits of our investment

Tasmania has limited resources to invest in road safety, increasing the importance of getting the greatest road safety benefits from every dollar we can. We are fortunate to have the road safety levy to provide a dedicated source of funds to implement actions under the Strategy; however this must be directed to those initiatives with the greatest potential to reduce serious casualties either directly or by facilitating reform.

To aid this decision making, a broad range of potential initiatives were provided to an independent road safety expert body for evaluation, assessment and recommendation. This independent evaluation clearly demonstrated that the greatest reductions in serious casualties on Tasmanian roads will come from strategic investments in road and roadside infrastructure to prevent run-off-road and head-on crashes together with broad-based speed reductions on the open road and in built up areas. The greatest reductions in serious casualties will be achieved by implementing safer travel speeds on our roads.

The following chart (Figure 2) demonstrates the relative effectiveness of different road safety interventions over the remaining life of the Strategy. The benefits from infrastructure and speed reductions are cumulative and continue to deliver casualty savings long after the initiative has been implemented.

**Figure 2 – Performance of individual initiatives, applied for 2011-2016**



Source: MUARC Independent Evaluation of Proposed Initiatives

Note: GLS is the Graduated Licensing System

## Strategic Direction 1 – Safer Travel Speeds

### What we know about travel speed and road safety:

- The faster a vehicle travels increases the likelihood of a crash occurring and the severity of any injuries sustained in a crash.
- Speeds just 5 km/h above the speed limit in 60 km/h zones and above are sufficient to double the risk of a crash occurring where an injury is likely.
- Speed is the most critical factor in determining the forces the human body is exposed to in the event of a collision.

### What we have learned from research and best practice:

- Reducing vehicle speed results in a reduction in crashes and the severity of injuries sustained in a crash.
- Reducing average travel speed by 1 km/h can result in at least a 3% reduction in crashes.

### What our statistics are telling us:

- From 1996 to 2005, speed contributed to 19% of all serious casualties in Tasmania.
- If you look at total serious casualties, speed was involved in 35% of these (involved in 597 of 1703 serious casualties).
- Speed continues to be one of the major contributing factors to serious casualties. It is increasing as a crash factor and is above the targeted reductions. Regardless of the cause of crashes, speed is an aggravating risk factor for all crash types, affecting the chance and outcome of all crashes.

## NEW ACTIONS WE WILL UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Safer Rural Travel Speeds	<p>Introduce a reduced rural default speed limit of 90 km/h on sealed roads and 80 km/h on gravel roads subject to:</p> <ul style="list-style-type: none"> <li>• development of robust criteria for roads to retain 100km/h; and</li> <li>• a review of speed limit signage.</li> </ul>	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> <li>• Safer vehicle speeds.</li> <li>• Reduction in serious casualties.</li> </ul>	Years 1 and 2, Evaluate Year 3

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Investigate reduced speed limit on 60km/h roads	Investigate introduction of a reduced speed limit on remaining 60km/h roads to 50km/h	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> <li>• Safer vehicle speeds.</li> <li>• Reduction in serious casualties.</li> </ul>	Year 3
Implement point-to-point speed enforcement (subject to feasibility study)	Should it be found to be feasible, implementation of point-to-point average speed enforcement at a trial location and then evaluate.	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> <li>• Improved compliance with speed limits over greater distances.</li> <li>• Safer vehicle speeds.</li> <li>• Reduction in serious casualties.</li> </ul>	Years 2 and 3
Pedestrian Safety – Variable speed limits	Implementing lower speed limits during peak pedestrian periods in shared spaces.	Shared spaces create increased activity and potential for pedestrian/vehicle conflict.	<ul style="list-style-type: none"> <li>• Enhanced amenity and safety in towns and shared spaces.</li> <li>• Reduction in serious casualties.</li> </ul>	Year 1
Educate community about the impact of speeding	Develop and run a community education program about the impact of speeding and the benefit of reduced travel speeds.	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> <li>• Greater understanding of the impact of speed and relationship between speed and injury.</li> <li>• Reduced travel speeds.</li> </ul>	Years 1, 2 and 3



## ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Continue Safer Speeds Demonstrations	Continue Kingborough and Tasman Safer Travel Speeds Demonstrations with rural defaults of 90 km/h on sealed roads and 80 km/h on gravel. These would cease should the Safer Rural travel Speeds initiative be implemented.	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> <li>• Increased community awareness and acceptance of the importance of safer vehicle speeds.</li> <li>• Safer vehicle speeds.</li> <li>• Reduction in serious casualties.</li> </ul>	Year 1
Point-to-point speed enforcement – feasibility study	An investigation into the feasibility of point-to-point average speed enforcement for Tasmania commenced under the first Action Plan. This is to be finalised.	Reducing vehicle speeds results in a reduction in crashes and the severity of injuries received in a crash.	<ul style="list-style-type: none"> <li>• Improved compliance with speed limits over greater distances.</li> <li>• Safer vehicle speeds.</li> <li>• Reduction in serious casualties.</li> </ul>	Year 1
Electronic School Speed Signs (Flashing lights at school speed zones)	Continue installation of remaining electronic school speed signs throughout Tasmania.	Lower speed limits provide protection for children who are particularly vulnerable in the road environment.	<ul style="list-style-type: none"> <li>• Increased community awareness of school speed limits.</li> <li>• Improved compliance with existing school speed limits.</li> </ul>	Years 1 and 2
Work with local government to encourage safer vehicle speeds in shared urban spaces	Provision of dollar for dollar funding for local government to undertake traffic calming and speed management treatments in shared urban spaces such as town centres and shopping precincts.	Shared spaces create increased activity and potential for pedestrian/vehicle conflict.	<ul style="list-style-type: none"> <li>• Enhanced amenity and safety in towns and shared spaces.</li> <li>• Reduction in serious casualties.</li> </ul>	Years 1 and 3
Continue use of Variable Speed Limits (VSL) and weather and time based speed limit signs at appropriate locations	VSL technology provides a lower speed limit during peak periods and/or poor weather conditions.	Lower travel speeds provide the driver/rider with more time to adjust to traffic conditions.	Reduced risk of serious casualties through application of a speed limit more appropriate to traffic conditions.	Ongoing

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Public education	Through the Road Safety Advisory Council, continue to raise awareness of risks of increased vehicle speeds and speeding.	Awareness of the risks of speeding is essential to enable people to make decisions about adopting safer travel speeds.	<ul style="list-style-type: none"> <li>• Increased community awareness of the risks of higher vehicle speeds and speeding.</li> <li>• Reduction in vehicle speeds.</li> <li>• Increased speed limit compliance.</li> </ul>	Ongoing
Enforcement	Continued Police enforcement of existing speed limits through a mix of visible and covert operations.	Police enforcement is an essential component of all road safety initiatives.	<ul style="list-style-type: none"> <li>• Increased compliance with speed limits.</li> <li>• Reduction in vehicle speeds.</li> <li>• Reduction in serious casualties.</li> </ul>	Ongoing

## Strategic Direction 2 – Best Practice Infrastructure

### What we know about infrastructure and road safety:

- Appropriate infrastructure is essential for a safe road environment, particularly on high-speed routes with high traffic volumes.
- In Tasmania, most of the crashes that lead to serious injuries and fatalities are run-off-road crashes and head-on crashes.
- There are numerous proven infrastructure measures available to target the safety areas that are a priority in Tasmania.

### What we have learned from research and best practice:

- It should be assumed that people will make mistakes in the road environment and that crashes will occur.
- Roads should be equipped with infrastructure that protects vehicle occupants from exposure to forces that will cause them serious injury in the event of a crash.

### What our statistics are telling us:

- Infrastructure treatments that have been made to intersections are delivering benefits with intersection crashes accounting for a significantly lower proportion of serious casualties.
- In the first four years of the Strategy (2007 to 2010), run-off-road and head-on crashes have been a significant contributor to serious casualties on Tasmania's roads.
- While these two crash types continue to be major contributors to serious casualties, infrastructure works to date are achieving a longer term reduction in these crashes and will continue to deliver savings in the future.

### NEW ACTIONS WE WILL UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Safe System – mid barriers	Install flexible barriers in the middle of roads to separate oncoming traffic. Implement on sections of the road network with the highest crash concentrations per kilometre.	Flexible barrier systems have been shown to reduce serious head-on crashes by 85 to 90 per cent.  Complies with a Safe System approach.	<ul style="list-style-type: none"><li>• Reduction in head-on crashes at high risk, high traffic volume locations</li><li>• Reduction in serious casualties</li></ul>	Ongoing

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Safe System – side barriers	Install flexible barriers on the side of roads to stop errant vehicles and protect from roadside hazards. Implement on sections of the road network with the highest crash concentrations per kilometre.	Flexible barrier systems have been shown to reduce run-off-road crashes by 85 to 90 per cent.  Complies with a Safe System approach.	<ul style="list-style-type: none"> <li>• Reduction in run-off-road crashes at high risk, high traffic volume locations</li> <li>• Reduction in serious casualties</li> </ul>	Ongoing
Tactile Centre-Line Marking	Apply tactile (audible) centre-line marking on roads that are not suitable for installation of mid-barriers.	Research shows that tactile centre-line marking can reduce head-on crashes by 15 per cent.	<ul style="list-style-type: none"> <li>• Reduction in head-on crashes where barriers not appropriate</li> <li>• Reduction in serious casualties</li> </ul>	Ongoing
Road Safety Audits (Safe System)	Audit of the state road network against Safe System road design principles.	A Safe System road allows for driver error without resulting in loss of life or serious injury.	<ul style="list-style-type: none"> <li>• An audit of roads against Safe System principles will allow identification of priority safety treatments.</li> </ul>	Year 3
Motorcycle Safety Measures	Undertake appropriate motorcycle safety infrastructure treatments targeting roads or routes with high motorcycle crashes or popular routes with high crash potential.	Motorcyclists are vulnerable in the road environment and over represented in serious casualty statistics.	<ul style="list-style-type: none"> <li>• Reduction in the risk of serious casualties for motorcycle riders.</li> </ul>	Ongoing as identified
Promote Safe System approach in road design	Work with road design professionals to make Safe Systems the standard approach when designing new road construction or improvements.	A Safe System road allows for driver error without resulting in loss of life or serious injury.	<ul style="list-style-type: none"> <li>• New road projects and road improvements will be the safest possible.</li> </ul>	Year 2

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Enhanced Delineation	Improving both the performance and life of line markings on local roads by using new materials such as thermoplastic markings and raised reflective road pavement markers.	<p>Optimising the safety performance of road markings on local roads is the most cost effective road safety treatment available.</p> <p>A reduction in crashes up to 15 per cent with a reduction in run-off-road crashes of up to 30 per cent with the provision of edge lines.</p>	<ul style="list-style-type: none"> <li>Improved visibility at night and in the wet.</li> </ul>	Ongoing

### ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Continuing Best practice Infrastructure projects (barriers, sealing etc)	Finalise existing projects targeting high risk locations with treatments such as flexible safety barriers.	Research indicates that flexible barriers are the best performer in targeting run-off-road and head-on crashes.	<ul style="list-style-type: none"> <li>Reduction in serious casualties through the provision of safer infrastructure.</li> </ul>	Year 1

## Strategic Direction 3 – Increased Safety for Young Road Users

### What we know about young road users and road safety:

- Young drivers are particularly at risk during the first year of unsupervised driving and when carrying passengers.
- Young drivers have an elevated risk of crashing when driving at night.
- Young road users aged 16-25 years were the largest group of road user serious casualties in Tasmania during 2006-2010.
- Recent changes to Tasmania's Graduated Licensing System should provide benefits in coming years.

### What we have learned from research and best practice:

- The Learner Period (which is supervised by a fully qualified driver) is the safest period for a young driver to gain experience. 120 hours of supervised driving is recommended.
- Limiting young drivers' exposure to high risk situations and the application of tougher sanctions is likely to result in a reduction in serious casualties for young drivers.

### What our statistics are telling us:

- The Strategy to address young road users continues to be justified on the basis of their over-representation in serious casualties.
- While young drivers continue to be over-represented in crash statistics, the number of serious casualties is declining.

### NEW ACTIONS WE WILL UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Investigate further changes to the Graduated Licensing System (GLS)	Curfews, passenger restrictions, greater mandatory learning hours and mobile phone bans are part of GLS in other States and Territories.  Investigate appropriateness for Tasmania following an assessment of the current system and recent changes.	GLS schemes evaluated have shown improvement in the safety of young drivers.  Tasmania's GLS does not contain all elements of those in other jurisdictions.	<ul style="list-style-type: none"><li>• An investigation into the application of such restrictions in Tasmania, including the benefits and social implications, would inform future policy development in this area.</li></ul>	Year 2

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Investigate ways to encourage young drivers to drive safer vehicles	Consider ways to inform young drivers and their parents about the benefits of driving the safest cars that are affordable or available.	<p>Young drivers are most at risk on our roads yet drive the oldest vehicles with less safety features.</p> <p>Research indicates that if young drivers in crashes had driven the safest vehicle available of the same year of manufacture as the crash vehicle, serious casualty risk would reduce by 60 per cent.</p>	<ul style="list-style-type: none"> <li>• Young road users in safer vehicles would improve safety in this age group.</li> </ul>	Year 3

### ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Novice Driver Reforms	Evaluation of L2 and P2 assessments and findings.	Limiting younger driver's exposure to high risk situations and the application of tougher sanctions is likely to result in a reduction in serious casualties for young drivers.	<ul style="list-style-type: none"> <li>• Reduction in serious casualties involving drivers and passengers aged 16-25 years.</li> <li>• Possible reduction in infringements.</li> </ul>	Year 1

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Learner Driver Mentor Program (LDMP) Seed Funding	<p>Continued support of these programs which assist people unable to access a supervisory driver and/or a vehicle to achieve the required 50 hours of supervised on-road driving experience.</p> <p>Provide funding to community organisations to establish, consolidate or expand LDMPs.</p> <p>This may involve additional funding support for the state-wide coordinator position outside of Government to assist development of LDMPs.</p>	The Learner Period (which is fully supervised by a fully qualified driver) is the safest period for a young driver to gain experience.	<ul style="list-style-type: none"> <li>• Reduction in the incidence of unlicensed and unsupervised driving by young people.</li> <li>• Support for learner drivers to obtain the required number of supervised driving hours.</li> </ul>	Ongoing
Learner and Provisional Driver Program Trials	Continued support of the federal Government's <i>keys2drive</i> program and observation of novice driver training trial being conducted in New South Wales and Victoria.		<ul style="list-style-type: none"> <li>• Results will be assessed for consideration in Tasmania.</li> </ul>	Ongoing
Road Safety Education in Secondary Schools	Support and promote the facilitation of Tasmanian Qualifications Authority (TQA) accredited Road Safety Education courses for year 10 students in all Tasmanian state schools.	Awareness of the safety risks of inappropriate driving behaviours is essential to enable young drivers to make decisions about adopting safer travel speeds and driving practices.	<ul style="list-style-type: none"> <li>• Increased awareness among young people of the risks of increased vehicle speeds, drink driving and failure to wear restraints.</li> <li>• Increased compliance.</li> </ul>	Ongoing



## Strategic Direction 4 – Enhanced Vehicle Safety

### What we know about vehicle safety and road safety:

- Improving the safety of light vehicles dramatically improves their crash worthiness, potentially reducing the effects of road trauma.
- Improving fleet safety in large organisations is a highly cost-effective way to improve the inherent safety of the vehicle fleet.
- Tasmania has one of the oldest car fleets in Australia. Consequently, the Tasmanian community is not currently experiencing the benefits of enhanced safety features available in many new vehicles.

### What we have learned from research and best practice:

- In the long term, improving fleet safety offers significant benefits to the broader community as many vehicles originally sold as government/business fleet vehicles are later passed on to other road users through the second hand car market.
- Research estimates that if everyone drove the safest car in each vehicle class (small, medium, large) road trauma involving light passenger vehicles could be reduced by 26 per cent.

### NEW ACTIONS WE WILL UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Review mandatory safety standard for Government vehicles	A minimum safety standard for Government vehicles was introduced in July 2008. This will be reviewed with the aim of increasing the minimum safety standard.	Research estimates that if everyone drove the safest car in each class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> <li>• If enhanced safety standard accepted, safety of Tasmanian second hand vehicles will be improved.</li> <li>• Enhanced workplace safety.</li> </ul>	Year 1
Develop and promote vehicle fleet safety standards for commercial fleets	Development of a model fleet purchase policy that can be promoted for adoption within the commercial sector.	Research estimates that if everyone drove the safest car in each class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> <li>• If enhanced safety standard accepted, safety of Tasmanian second hand vehicles will be improved.</li> <li>• Enhanced workplace safety.</li> </ul>	Year 2

## ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Public Education Campaign on choosing safer vehicles	Continue the final run and evaluation of the education program to raise consumer awareness about the importance of vehicle safety features.	Research estimates that if everyone drove the safest car in each class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> <li>• Increased consumer awareness of importance of vehicle safety features.</li> <li>• Improved consumer decision making when purchasing a vehicle.</li> <li>• Greater uptake of vehicle safety features in Tasmanian vehicle fleet.</li> </ul>	Year 1
Support for the Australian New Car Assessment Program (ANCAP)	Continue participation as a member of the ANCAP program, which tests the overall crashworthiness of new vehicles.	Research estimates that if everyone drove the safest car in each class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> <li>• Increased consumer awareness of importance of vehicle safety features.</li> <li>• Improved consumer decision making when purchasing a vehicle.</li> <li>• Greater uptake of vehicle safety features in Tasmanian vehicle fleet.</li> </ul>	Ongoing

## 5 – Other Complementary Initiatives

- These initiatives are in addition to, but supportive of, the Strategic Direction of the Tasmanian Road Safety Strategy 2007-2016.

### NEW COMPLEMENTARY ACTIONS WE WILL UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Intelligent Speed Assistance (ISA)	Continue to participate in the Australasian Intelligent Speed Assist Initiative (AISAI), with the goal of trialling and evaluating ISA technology in Tasmania.	ISA may offer considerable safety benefits and Tasmania needs to be able to support adoption of such technologies.	<ul style="list-style-type: none"> <li>• If implemented, greater awareness of and compliance with speed limits.</li> </ul>	Ongoing
Alcohol Interlock Program	Introduce an alcohol interlock program for serious and repeat drink-driving offenders.	Drink driving is a significant contributing factor for serious casualties in Tasmania.	<ul style="list-style-type: none"> <li>• Increased compliance with drink drive regulations.</li> </ul>	Years 1 and 2
Electronic Message Signs	Variable electronic message signs to provide information about road safety hazards and traffic conditions, either permanent signs or trailer based moveable signs to also be used by local communities for road safety messages.	Real time information to drivers on road conditions allows drivers to adjust their driving behaviour or travel patterns.	<ul style="list-style-type: none"> <li>• Increase in appropriate driving to the conditions.</li> </ul>	Year 1
Enhanced collection of traffic data	Improve traffic data collection and reporting to help support future policy development and evaluation.	Measures of traffic speed are important safety performance tools.	<ul style="list-style-type: none"> <li>• Better traffic data will allow better analysis of potential road safety initiatives and evaluation of those implemented.</li> </ul>	Year 2
Investigate inattention as a crash factor	Research the problem of inattention and investigate ways to reduce driver distraction.	Inattention has been one of the highest reported crash factors. Concerns remain about the levels of driver distraction.	<ul style="list-style-type: none"> <li>• Better understanding of inattention as a crash factor can lead to better measures to address it.</li> </ul>	Year 2

## ONGOING COMPLEMENTARY ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2011-13

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Community Road Safety Partnerships	Currently there are Community Road Safety Partnerships between Department of Infrastructure, Energy and Resources and 27 local Councils.	Community Road Safety Partnerships help raise awareness of road safety issues at the local level and better equip the community to adopt safer driving behaviours.	<ul style="list-style-type: none"> <li>• Increased community awareness of road safety issues and effective road safety practices.</li> <li>• Increased communication on road safety issues.</li> <li>• Possible reduction in high-risk road user behaviours.</li> </ul>	Ongoing
Public Education	Through the Road Safety Advisory Council, continue to target high risk road user groups and behaviours through education campaigns	<p>Safer road users are a key part of a Safe System.</p> <p>Encouraging safer road user behaviours and educating road users enables better decision making by drivers and riders.</p>	<ul style="list-style-type: none"> <li>• Improved road user behaviour.</li> <li>• Reduction in serious casualties.</li> </ul>	Ongoing
Enforcement	Continued Police enforcement of all road rules and road safety laws.	Research demonstrates enforcement is an essential component of all road safety initiatives.	<ul style="list-style-type: none"> <li>• Increased general road rule compliance.</li> <li>• Reduction in serious casualties.</li> </ul>	Ongoing



**Tasmania**  
Explore the possibilities

**Department of Infrastructure, Energy  
and Resources**

GPO Box 936, Hobart 7001

Ph: 03 6233 2630

Email: [transport@dier.tas.gov.au](mailto:transport@dier.tas.gov.au)

Visit: [www.transport.tas.gov.au](http://www.transport.tas.gov.au)