

Our Safety, Our Future

Tasmanian Road Safety Strategy 2007-2016



Action Plan
2007/08 - 2009/10
(3 years)

OUR VISION

The Tasmanian Government and the Tasmanian Road Safety Council are committed to working towards the elimination of fatalities and serious injuries caused by road crashes 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.

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.

The *Tasmanian Road Safety Strategy 2007-2016* will strive to achieve these targets.



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The Tasmanian Road Safety Strategy 2007- 2016 provides the strategic direction to support the achievement of the Tasmania Together targets.

STRATEGIC DIRECTIONS

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

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

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

This Action Plan outlines the key initiatives the Tasmanian Government is committed to implementing for the Financial Years 2007/08 to 2009/10. All initiatives support the achievement of the four Strategic Directions and address the crash problems identified in the *Tasmanian Road Safety Strategy 2007- 2016*.

STRATEGIC DIRECTION I: Safer Travel Speeds

What we know about travel speed and 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.
- During the period 1996 to 2005 speed excessive for the circumstances contributed to 12% of all serious casualties* in Tasmania.

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 1km/h can result in at least a 3% reduction in crashes.

* Serious casualties are fatalities and serious injuries

NEW ACTIONS WE WILL UNDERTAKE FOR 2007/2008 - 2009/2010

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Flashing lights at school speed zones	Implementation of flashing lights to advise motorists of the time of operation of lowered speed limits at all school zones.	Lower speed limits provide protection for children who are particularly vulnerable in the road environment.	<ul style="list-style-type: none"> Increased community awareness of school speed limits. Improved compliance with existing school speed limits 	Years 1, 2 and 3
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, to minimise opportunities for pedestrian/vehicle conflict.	Shared spaces create increased activity and potential for pedestrian/vehicle conflict. Lower speed limits provide protection for vulnerable road users including children, pedestrians and cyclists.	<ul style="list-style-type: none"> Enhanced amenity and safety in towns and shared spaces. Reduction in serious casualties. 	Year 1
Variable speed limits at high crash locations activated during peak travel periods	Implementation of new variable speed limit technology to provide a lower speed limit during peak periods.	Lower travel speeds provide the driver/ rider more time to adjust to traffic conditions such as queuing in congested periods.	<ul style="list-style-type: none"> Reduced risk of serious casualties through application of a speed limit more appropriate to traffic conditions. 	Year 1
Demonstration of safer speed limits in a local municipality	Demonstration of a range of safer speed limits identified through the Speed Zoning Review including, but not limited to, a reduced rural default and reduced gravel road speed limits.	Reducing vehicle speed results in a reduction in crashes and the severity of injuries sustained in a crash.	<ul style="list-style-type: none"> Increased community awareness and acceptance of the importance of safer vehicle speeds. Safer vehicle speeds. Possible serious casualty reductions. 	Years 1 and 2
Review of Speeding Penalties	A review of appropriate penalties for speeding offences to maximise road safety outcomes and reflect community views on speeding behaviour.	Research shows a balance between monetary penalties and demerit point loss is the most effective punishment and deterrent.	<ul style="list-style-type: none"> Increased compliance with speed limits. Enhanced feeling of community safety through appropriate penalties. 	Year 1

ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2007/2008 - 2009/2010

Action	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Public education	Through the Road Safety Task Force, 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"> • Increased community awareness of the risks of higher vehicle speeds and speeding. • Reduction in vehicle speeds. • Increased speed limit compliance. 	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"> • Increased compliance with speed limits. • Reduction in vehicle speeds. • Reduction in serious casualties. 	Ongoing

How we will monitor our performance against this Strategic Direction:

- Annual attitudinal survey to monitor community perceptions and attitudes in relation to risk associated with vehicle speed and speeding.
- Bi-annual vehicle speed surveys at urban and rural locations.

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, head-on crashes or crashes occurring at intersections. 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.

NEW ACTIONS WE WILL UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What it Will Achieve	Target Year For Implementation
Flexible safety barrier along existing median	Installation of flexible safety barrier systems along existing medians of high volume rural roads.	Research indicates that flexible barriers are the best performer in targeting run-off-road and head-on crashes.	<ul style="list-style-type: none"> • Reduction in serious casualties through the prevention of loss-of-control crashes between vehicles travelling in opposing directions. 	Year 1 and 2
Flexible safety fences along sides of road	Installation of flexible safety barrier systems along sides of high volume rural roads.	Research indicates that flexible barriers are the best performer in targeting run-off-road and head-on crashes.	<ul style="list-style-type: none"> • Reduction in serious casualties through prevention of run-off-road crashes. 	Year 2
Install a painted median with flexible safety barrier along centre of road	Installation of flexible safety barrier system with road median on high volume roads.	Research indicates that flexible barriers are the best performer in targeting run-off-road and head-on crashes.	<ul style="list-style-type: none"> • Reduction in serious casualties through reducing the risk of head-on, overtaking and run-off-road crashes. 	Year 1, 2 and 3

ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What it Will Achieve	Target Year For Implementation
Safer Roads Program	Program to implement safety improvements to the State road network.	State roads are maintained to the required safety standard.	<ul style="list-style-type: none"> State roads are maintained to the required safety standard. 	Ongoing
State Black Spot Program	Program to implement low cost, high return projects at locations with a crash history on roads owned by Local Government. Types of treatments include: installing roundabouts, traffic islands and kerb extensions, improved delineation and crash barriers.	Research demonstrates the safety benefits of installing best practice infrastructure.	<ul style="list-style-type: none"> Reduction in serious casualties through targeted installation of best practice infrastructure and road treatments. 	Year 1, 2 and 3
MAIB State Black Spot Program	Program to implement low cost, high return projects at locations on State and local roads with a crash history. Types of treatments include: installing roundabouts, traffic islands and kerb extensions, improved delineation and crash barriers.	Research demonstrates the safety benefits of installing best practice infrastructure.	<ul style="list-style-type: none"> Reduction in serious casualties through targeted installation of best practice infrastructure and road treatments. 	Years 1 and 2
Auslink Black Spot Program	Program to implement low cost high return projects at locations on roads with a crash history. Types of treatments include: installing roundabouts, traffic islands and kerb extensions, improved delineation and crash barriers.	Research demonstrates the safety benefits of installing best practice infrastructure.	<ul style="list-style-type: none"> Reduction in serious casualties through targeted installation of best practice infrastructure and road treatments. 	Year 1

How we will monitor our performance against this Strategic Direction:

- Reduction in number of serious casualties.
- Annual attitudinal survey to monitor community perceptions about inherent safety of road network.

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 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 1996-2005, totalling 33%.

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.

NEW ACTIONS WE WILL UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What the Action Will Achieve	Target Year For Implementation
Novice Driver Reforms	Introduction of a range of reforms to the licensing system for novice drivers to increase young drivers' driving experience, limit exposure to high risk behaviours and situations and apply tougher sanctions.	Limiting younger 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.	<ul style="list-style-type: none"> • Reduction in serious casualties involving drivers and passengers aged 16-25 years. • Possible reduction in infringements. 	Year 1, 2 and 3
Provide support to establish programs to assist disadvantaged young people to secure their learner licence.	Provision of support to develop a resource kit to assist community organisations to establish volunteer supervisory driver programs. Provision of seed funding to community organisations to establish a program to support learner drivers to achieve the required number of supervised driving hours.	The Learner Period (which is supervised by a fully qualified driver) is the safest period for a young driver to gain experience.	<ul style="list-style-type: none"> • Reduction in the incidence of unlicensed and unsupervised driving by young people. • Increased support for learner drivers to obtain the required number of supervised hours driving. 	Year 1, 2 and 3

ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Public education	Through the Road Safety Task Force, continue to target young drivers through education campaigns in the following areas: <ul style="list-style-type: none"> • Speed and speeding • Drink and drug driving • Restraint use 	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"> • Increased awareness among young people of the risks of increased vehicle speeds, drink driving and failure to wear restraints • Reduction in vehicle speeds. • Increased speed limit compliance. • Increased drink driving compliance. • Increased seatbelt compliance. 	Ongoing
Enforcement	Continued Police enforcement of all road rules including those targeting young drivers.	Research demonstrates enforcement is an essential component of all road safety initiatives.	<ul style="list-style-type: none"> • Increased general road rule compliance. • Reduction in casualties involving young people aged 16-25 years. 	Ongoing
“TOP Gear” / “Turn Right” (Community Road Safety Partnership Initiatives) Road Risk Reduction resources available for all schools for years 9 and 10 Learner Licence Assistance Programs	“TOP Gear” and “Turn Right” style programs provide support for people unable to access a supervisory driver to achieve the required 50 hours of supervised on-road driving experience. Driver Education resources available on CD Rom. Road Safety Consultants work with schools to assist with professional development and implementation. These programs assist young people with low literacy to gain the Learner Licence.	The Learner Period (which is supervised by a fully qualified driver) is the safest period for a young driver to gain experience. Provides information on safe driving and road safety issues for young people who may soon enter the driver licensing system.	<ul style="list-style-type: none"> • Reduction in the incidence of unlicensed driving. • Increased support for learner drivers to obtain required number of supervised hours driving. 	Ongoing

How we will monitor our performance against this Strategic Direction:

- Reduction in number of serious casualties involving young people aged 16-25 years.
- Self reported hours of practice to acquire Learner Licence.
- Reduction in traffic infringements incurred by young people aged 16-25 years.

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%.

NEW ACTIONS WE WILL UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Vehicle Safety Business Case for Government Fleet	Development of a fully costed business case to detail impacts of mandating minimum safety standards for the entire State Government vehicle fleet.	Research estimates that if everyone drove the safest car in each vehicle class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> • If adopted, improved inherent safety of Tasmanian second hand vehicles. • Enhanced workplace safety. 	Year 1
Public Education Campaign on choosing safer vehicles	Development of a new education campaign to raise consumer awareness about the importance of vehicle safety features.	Research estimates that if everyone drove the safest car in each vehicle class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> • Increased consumer awareness of importance of vehicle safety features. • Improved consumer decision making when purchasing a new or second hand vehicle. • Greater uptake of vehicle safety features in Tasmanian vehicle fleet. 	Year 1, 2 and 3

ONGOING ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Community based education on the benefits of choosing a vehicle with enhanced safety features	Through the Community Road Safety Partnership Program raise community awareness of the importance of vehicle safety features.	Research estimates that if everyone drove the safest car in each vehicle class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> Increased consumer awareness of the importance of vehicle safety features. Improved consumer decision making when purchasing a new or second hand vehicle. 	Ongoing
Continue State Government 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 vehicle class, road trauma involving light passenger vehicles could be significantly reduced.	<ul style="list-style-type: none"> Increased consumer awareness of importance of vehicle safety features. Improved consumer decision making when purchasing a new or second hand vehicle. Greater uptake of vehicle safety features in Tasmanian vehicle fleet. 	Ongoing
Enforcement of Heavy and public passenger vehicle standards and regulations	Continue enforcement of heavy vehicle safety standards relating to road worthiness, mass, loading and dimensions by Transport Inspectors and Tasmania Police.	Enforcement of safety regulations and standards is essential for all road safety initiatives.	<ul style="list-style-type: none"> Increased safety of the Tasmanian heavy vehicle fleet. Increased safety for the Tasmanian Community. 	Ongoing

How we will monitor our performance against this Strategic Direction:

- Number of Tasmanian Government vehicles with vehicle safety features such as Electronic Stability Control and front and side airbags.
- Annual attitudinal survey to monitor community awareness of importance of vehicle safety features.

5. OTHER COMPLEMENTARY INITIATIVES

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



NEW COMPLEMENTARY ACTIONS WE WILL UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What This Action Will Achieve	Target Year For Implementation
Trial of Alcohol Interlocks	Trial and evaluate an alcohol interlock program to address drink driving behaviour for a subset of the driving population.	Drink driving is a significant contributing factor for serious casualties in Tasmania.	<ul style="list-style-type: none"> • Increased compliance with drink drive regulations. • Indication of appropriateness of alcohol interlocks in Tasmania. 	Year 1 and 2
Trial of Innovative Technology	To enable new technologies with potential to enhance road safety to be researched, trialled and evaluated.	New and emerging technologies may offer considerable safety benefits.	<ul style="list-style-type: none"> • Identification of future road safety solutions and potentially reduce serious casualties. 	Year 1, 2, and 3

ONGOING COMPLEMENTARY ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2007/2008 - 2009/2010

Initiative	Description	Safety Rationale	What it Will Achieve	Target Year For Implementation
Community Road Safety Partnerships	Currently there are Community Road Safety Partnerships between Department of Infrastructure, Energy and Resources (DIER) and 15 local Councils.	Community Road Safety Partnerships helps raise awareness of road safety issues and better equip the community to adopt safer driving behaviours. Community involvement at the local level helps identify emerging road safety issues and the development of actions to address these issues. Community involvement through partnerships builds on existing networks to deliver improved safety outcomes for the community.	<ul style="list-style-type: none"> • Increased community awareness of road safety issues and effective road safety practices. • Increased communication between DIER, local Councils and the community on local road safety issues. • Possible reduction in high-risk road safety behaviours. 	Ongoing

ONGOING COMPLEMENTARY ACTIONS WE WILL CONTINUE TO UNDERTAKE FOR 2007/2008 - 2009/2010 *(continued)*

Initiative	Description	Safety Rationale	What it Will Achieve	Target Year For Implementation
School Bus Safety Initiatives	Continue to work with the bus industry to improve safety around school buses, through improved signage, education and policies.	Children are particularly vulnerable in the road environment.	<ul style="list-style-type: none"> • Increased community awareness of school bus safety issues. • Increased compliance with road rules relating to school buses. 	Ongoing
Motorcycle Safety Initiatives	Continue to work with the motorcycling community to implement initiatives contained in the Motorcycle Safety Strategy 2005-2006.	Motorcyclists are vulnerable in the road environment and over represented in serious casualty statistics.	<ul style="list-style-type: none"> • Reduction in the risk of serious casualties for motorcycle riders. • Possible reduction in infringements. 	Ongoing
Heavy Vehicle Safety	Continue to work with the transport industry to develop an industry Code of Practice including vehicle stability, roadworthiness and driver recruitment, training and behaviour.	Maximising heavy vehicle safety is essential in order to provide a safe transport system.	<ul style="list-style-type: none"> • Reduction in serious casualties involving heavy vehicles 	Ongoing
Automatic Numberplate Recognition Program	Continue to work with Transport Inspectors and Tasmania Police to develop Automatic Numberplate Recognition technology to monitor registration and licence status.	Research demonstrates enforcement is an essential component of all road safety initiatives.	<ul style="list-style-type: none"> • Enhanced enforcement. • Possible reduction in number of unregistered vehicles. 	Ongoing



Tasmania
Explore the possibilities

CONTACT DETAILS

Land Transport Safety Division
Department of Infrastructure
Energy and Resources
10 Murray Street
HOBART TAS 7000