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21 March 2023  
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## **Tasmanian Government Response to the Legislative Council Select Committee Inquiry into Road Safety in Tasmania**

### **Legislative Council Select Committee Inquiry into Road Safety**

On 29 June 2021, the Legislative Council resolved to establish a Select Committee to inquire into and report upon ways in which to improve road safety in Tasmania (Inquiry).

The Government welcomed the motion of the Hon Rosemary Armitage MLC to establish the Inquiry.

In total, 94 written submissions were made to the Inquiry from members of the public, community groups, road safety organisations and road user representative groups. The number of submissions is evidence of the Tasmanian community's strong engagement with road safety.

The Government commends the work of those involved in the Inquiry and its administration, as well as members of the public, road safety organisations and stakeholder representative groups who made written submissions and appeared before the Inquiry.

### **Road safety in Tasmania**

Around 300 people are seriously injured or killed on Tasmanian roads each year. The Government has a long-term vision of zero serious injuries and deaths on our roads and is committed to working towards this target. The *Towards Zero – Tasmanian Road Safety Strategy 2017-2026* (Strategy) sets out an interim target of fewer than 200 deaths and serious injuries each year by 2026.

The *Towards Zero Action Plan 2020-2024* (Action Plan) is the second under the Strategy and sets out the Government's commitment of more than \$75 million over the life of the Action Plan. The Action Plan details 42 evidence-based initiatives, grouped together in key theme areas that reflect the areas where we can achieve the biggest reductions in road trauma:

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

Significant progress has been made in reducing road trauma in Tasmania over the last 50 years. Implementation of evidence-based road safety measures over this time delivered a reduction in annual fatalities and serious injuries from approximately 1 300 to the current rate of around 300, despite a five-fold increase in the number of registered vehicles in that time.

Nevertheless, these reductions have stalled. On current trends, we will not achieve our 2026 target of fewer than 200 serious injuries and deaths each year.

During 2022, there were 51 fatalities and 263 serious injuries on Tasmanian roads. As of 15 February 2023, there has been 5 fatalities and 61 serious injuries, compared to 3 fatalities and 32 serious injuries at the same time in 2022. This year-to-date serious casualty figure (being a combination of serious injuries and fatalities) of 66 is 76 per cent higher than the five-year average (2018-2022).

Every death and serious injury on our roads is an avoidable tragedy. The Government does not accept any level of road trauma and is committed to achieving its long-term vision of zero serious injuries and deaths.

Since the Inquiry was established in July 2021, the Government has continued to deliver key initiatives under the Action Plan. Between 1 July 2021 and 30 September 2022, over \$17.5 million was spent delivering road safety infrastructure and programs under the Action Plan.

For example, during 2022 the Government rolled out a new mobile speed camera program under the Automated Traffic Enforcement Program (ATEP). To date, eight mobile speed cameras have been introduced to provide a minimum of 20 000 speed enforcement hours across the road network. This is estimated to reduce fatal and serious injuries by up to 10 per cent.

The ATEP will be expanded in 2023 to 16 cameras, to include increased enforcement from mobile speed cameras; additional enforcement capabilities (illegal mobile phone use and seatbelt noncompliance); and trialling of average speed and fully automated number plate recognition technology.

The Government is also progressing a review of the Tasmanian motorcyclist graduated licensing system (GLS). The Road Safety Advisory Council (RSAC) recently held a public consultation process seeking community input on changes to the motorcyclist GLS recommended by the Centre for Automotive Safety Research. The RSAC will soon provide advice to the Tasmanian Government on changes to the motorcyclist GLS to ensure young and novice riders are as safe as possible on our roads.

### **Tasmanian Government response to Inquiry's recommendations**

The Government has reviewed the Inquiry's Final Report and the 94 findings and 49 recommendations it contains. The Government's response to each of the recommendations, with input from the Motor Accidents Insurance Board (MAIB) where appropriate, is set out below at Table 1.

In summary, **37** of the recommendations are already in place, are underway, or already being considered by the Government. Six of the recommendations are supported, supported in part or to be considered, and six of the recommendations are not supported.

There is significant national and international evidence and research available from best-performing Australian jurisdictions (such as Victoria), research institutions, and those countries that lead the world in reducing road trauma.

## **Next steps**

Those recommendations which are supported for implementation will be considered under the current mid-term review of the Strategy and Action Plan. The mid-term review is also considering initiatives proposed by members of the public during the RSAC's Community Road Safety Forums held in Hobart, Launceston, and Burnie in August 2022. Both the supported recommendations and initiatives identified during the Community Road Safety Forums will be independently assessed for their road safety benefit and, if suitable, considered by the RSAC. This will inform the delivery of road safety initiatives for the remainder of the current Action Plan and the Strategy more broadly.

The Government thanks all members of the Inquiry, the Legislative Council support and administration staff and members of the public who made written submissions and appeared in person for their contributions.

Table I. Tasmanian Government response to the recommendations of the Legislative Council Select Committee Inquiry into Road Safety

| Recommendation                            |   | Government Position                                     | Rationale  |
|---|---|---|--|
| <b>Road Safety Governance in Tasmania</b> |   |   |  |
| 1   | The Government consider whether the Road Safety Advisory Council (RSAC) should be more independent of Government. | A governance review has been endorsed by RSAC.          | <p>Tasmania has a mature governance structure for road safety. The RSAC was established in 2010 and provides advice on the development of Tasmania's road safety strategy, monitors progress of supporting Action Plans, delivers public education campaigns, monitors the coordination of road safety enforcement, and provides advice (regarding requests from Government). RSAC also advises Government on the expenditure of the Road Safety Levy.</p> <p>RSAC comprises key stakeholders with the authority and responsibility for road safety in their organisations. Membership includes an Independent Chair, an independent road safety expert, and representatives of Tasmania Police, the MAIB, State Growth, the Local Government Association of Tasmania, the Royal Automobile Club of Tasmania, Tasmanian Bicycle Council, Tasmanian Motorcycle Council, and the Tasmanian Transport Association.</p> <p>A governance review has been endorsed by RSAC under the 10-year road safety strategy.</p> |
| 2   | RSAC improve the transparency of decision-making including sub-committee decisions.                               | Supported.  | <p>All RSAC meeting minutes, quarterly progress reports (including progress on Government's priority road safety initiatives and expenditure under the Road Safety Levy) and annual reports are published on the RSAC website. Sub-Committee meeting minutes are not currently published.</p> <p>This recommendation can be adopted by publishing the Sub-Committee minutes on the RSAC website.</p>   |
| 3   | All RSAC recommendations to Government should be publicly reported and tracked.                                   | This reporting is currently in place and will continue. | All RSAC meeting minutes, quarterly progress reports (including progress on Government's priority road safety initiatives and expenditure under the Road Safety Levy) and annual reports are published on the RSAC website.  |

| Recommendation |   | Government Position   | Rationale   |
|----------------|---|---|---|
| 4              | The Government and the Tasmanian Economic Regulator consider amending the present schedule for motorcycle registrations and insurance premiums in line with other Australian jurisdictions.                             | Ongoing. To be considered under the Tasmanian Economic Regulator's (TER) reviews of MAIB pricing. | <p>The Tasmanian Motorcycle Council's proposals were submitted to the previous two Regulator Reviews of MAIB pricing. On both occasions (2017 and 2021), the TER approved the existing MAIB motorcycle classes. These classes are now in place until the next Regulator Review in 2025.</p> <p>The TER is the independent pricing oversight body for the MAIB and remains the appropriate forum to consider proposed class changes. The MAIB will consider all proposals relating to vehicle classes and premiums as part of the TER's extensive pricing review process. Australian jurisdictions have widely varying approaches to vehicle classes, including motorcycles, based on jurisdictional specific needs. There is no single approach.</p>  |
| 5              | The Government consider investigating a mechanism for mandatory road safety audits to be undertaken around all road accidents involving a fatality and/or serious injury.   | Not supported.  | <p>Officers from State Growth investigate all fatal road crashes on the State road network from a traffic engineering and road environment perspective. Expansion of this activity to include all serious injury crashes on State roads and all fatal and serious injury crashes on council roads is not considered to be the best use of the traffic engineering resources available.</p> <p>All fatal crashes are also subject to in-depth investigation by the Coroner who is supported by specialists in crash investigation (Tasmania Police and Transport Safety Inspectors), road engineering, vehicle standards and medical/toxicology fields.</p> <p>It is important to note the fatal five: speeding, inattention, drink- and drug-driving, fatigue, and failure to wear a seat belt.</p> |
| 6              | The Government consider a mechanism for information sharing between relevant third-parties (e.g. Tasmania Police, Transport Tasmania, affected local councils, etc.) relating to investigation of serious road crashes. | A mechanism for sharing of crash data is currently in place and will continue.                    | Information on crashes of all severity, but primarily fatal and serious injury crashes, is currently available to Police and councils in a variety of formats and timeframes that support existing business needs and processes. For example, Tasmania Police Crash Investigation Services are provided with historical crash data extracts relevant to the location of all new fatal crashes that supports their internal crash investigation processes. Further, local councils can access customised crash data on request. This data typically supports information needs, such as for existing periodic, local area, traffic committees, or to support ad-hoc needs, e.g. for analysis undertaken by consultants.  |

| Recommendation                          |  | Government Position   | Rationale   |
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| 7                                       | The Government consider resourcing the State to have professionals trained in conducting road safety audits on behalf of State and local councils.                         | Not supported.  | <p>Previously, traffic engineers employed by the State Government reviewed all new or modified traffic control devices in Tasmania, both on council and State roads. This practice was stopped on council roads at the beginning of 2015 as it was recognised that this is a council responsibility as the road manager.</p> <p>The Department of State Growth (department) is currently introducing business processes to ensure that all State roads schemes are reviewed by its traffic engineers prior to construction.</p> |
| 8                                       | The Government allocate the revenue collected from road safety enforcement to road safety improvements.  | Supported in part.  | <p>Most Australian jurisdictions either fully, or in part, hypothecate fines revenue from automated traffic enforcement programs to road safety initiatives. This supports the delivery of enforcement activities, projects aimed at reducing road trauma and commitments under the <i>National Road Safety Strategy 2021-2030</i> (National Strategy).</p> <p>Fines collected from lawbreakers are directed to the public account for investment into essential government services, including road safety initiatives.</p>    |
| <b>Tasmanian Road Safety Management</b> |  |   |   |
| 9                                       | The Government implement clearer and consistent road markings for short section dual highways to highlight the direction of traffic to promote safer overtaking practices. | To be considered. Independent advice to be sought and, if recommended, a trial will be conducted and evaluated. | Road markings are in accordance with the Australian Standards and Austroads Guidelines.   |

| Recommendation |   | Government Position   | Rationale   |
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| 10             | The Government consider the feasibility of installing post-cushioning on wire rope barriers to minimise the crash impact on motorcyclists.      | Supported: already in place and post-cushioning is installed where appropriate. | <p>The Government has installed cushions on the posts of wire rope safety fencing at locations where the curvature of the road has been considered to create a heightened risk of motorcyclists losing control - for example, on the Tasman Highway eastbound off-ramp to the Mornington interchange.</p> <p>The vast majority of wire rope barrier installed on the State road network exists on relatively straight high standard sections of road such as the Midland and Bass Highways where the likelihood of motorcyclists losing control is significantly less.</p> <p>The department also generally installs rub rails on new 'W-beam' barriers on popular motorcycle routes on the State road network. 'W-beam' barriers are generally used on curved sections of road where wire rope barriers are unsuitable. Rub rails are additional pieces of metal affixed to the base of a 'W-beam' barrier to prevent motorcyclists from sliding beneath the barrier and colliding with the upright support posts. Generally, these locations are accompanied by curve warning signs to assist motorcyclist to negotiate corners safely.</p> |
| 11             | The Government consider an increase to the State road maintenance budget in line with peak Tasmanian road safety stakeholders' recommendations. | Already in place.   | <p>The department received an increase in funding in the 2022-23 budget for road maintenance of approximately \$20 million per year for the next four years. This represents a 26% increase in total funding from the 2021-22 financial year.</p> <p>For 2022-23, the infrastructure maintenance budget is \$97.9 million (which includes \$7.7 million in funding from the Australian Government). In addition, \$80 million has been committed from the Australian Government for road and bridge upgrades over the next five years (with \$20 million co-contribution from the Tasmanian Government).</p> <p>The forward estimates for 2023-2026 are between \$85.1 million and \$96 million in State funding for infrastructure maintenance annually.</p> <p>The level of road maintenance funding will continue to be considered as part of the annual budget process.</p>   |

| Recommendation |  | Government Position   | Rationale   |
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| 12             | The Government consider mechanisms for contractors to better inform Tasmanian road users of planned road works.          | Already in place.   | <p>The department has recently committed substantial resources to establishing a Roadworks Roundup website that provides up-to-date information about planned roadworks. Members of the public can subscribe to the mailing list to receive a weekly email newsletter containing information about major roadworks across the state.</p> <p>Updates about planned roadworks on the State road network are also actively posted to the RoadsTas Facebook page.</p> <p>The TrafficTAS app alerts drivers to unexpected delays due to crashes or roadworks. The app currently covers Greater Hobart and Greater Launceston, with plans to expand coverage to include other major population centres such as Burnie and Devonport.</p> <p>The Department will consider additional ways for contractors to promote this information.</p> |
| 13             | Tasmanian road authorities consider the use of additional visual road signage (i.e. on the road surface and road signs). | To be considered. Independent advice to be sought (and, if recommended, a trial to be conducted and evaluated). | Road signage is provided in accordance with the technical advice contained in the Australian Standards and Austroads Guidelines.  |
| 14             | Tasmanian road authorities consider adopting rumble strips more broadly on the Tasmanian road network.                   | Already in place and considered on a case-by-case basis during design.  | Audio-tactile edge line and centre line markings have been installed where fatigue is most likely to be an issue: along the Midland, Bass and East Tamar Highways, and on the Tasman Highway between Rosny and Midway Point. These markings create noise and vibration and are not suitable for use within the vicinity of residential dwellings which are typically present at regular intervals along much of the rural road network.   |

| Recommendation |  | Government Position   | Rationale   |
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| 15             | Tasmanian road authorities consider adopting plateaus around major urban intersections.    | To be considered and can be accommodated under existing programs. (Independent advice to be sought and, if recommended, a trial to be conducted and evaluated.) | Raised intersections are a traffic-calming treatment that can be used at urban intersections. The significant cost of such installations tends to mitigate against their wider use. Use of raised intersections is primarily a decision for local councils as road managers for the majority of the lower speed urban road network.   |
| 16             | Tasmanian road authorities consider installing more slow-moving and heavy vehicle lay-bys. | Already in place.   | State Growth has constructed a number of slow vehicle turnouts and courtesy stopping bays on the State road network. However, experience has demonstrated that these are not appropriate on all roads. Climbing lanes (which are short sections of overtaking lanes provided on uphill gradients) are more expensive than slow vehicle turnouts and courtesy stopping bays but are much more effective. Climbing lanes will be constructed where appropriate, subject to the availability of funding. |

| Tasmanian Safer Roads and Mobility |  |   |   |
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| 17                                 | The Government accommodate 'movement and place' ideals in road infrastructure planning, as appropriate.                        | Supported and underway.                   | The Tasmanian Government is a signatory to the National Strategy. A key focus of the National Strategy is delivering road safety outcomes under the 'movement and place' approach in support of delivering the Safe System.   |
| 18                                 | Tasmanian driver education continue to feature the safety needs of cyclists on Tasmanian roads.                                | Supported and underway.                   | The Plates Plus interactive learning and assessment platform for new drivers was launched in July 2021. Plates Plus includes modules, quizzes, and assessments on cyclist safety, covering topics including giving way to cyclists and safe and legal passing distances.<br><br>A new cycling safety campaign was launched in October 2022, funded by the MAIB. The campaign was a collaborative effort with the Tasmanian Bicycle Council. |
| 19                                 | Increased separated pathways and networks to improve safety for cyclists and encourage this as a transport mode.               | Supported and underway where appropriate. | As a mode of transport, cycling is best suited for shorter distance trips. The primary purpose of the State road network is to cater for longer distance trips.   |
| Tasmanian Safer Vehicles           |  |   |   |
| 20                                 | The Government consider compliance relevant to regulation/vehicle standards for LED headlamps and after-market LED light bars. | Supported and underway.                   | Tasmania follows the national model laws set in place by the Commonwealth which include the Australian Design Rules (ADRs) and relevant national Vehicle Standards Bulletins (VSB) for vehicle and trailer lighting and any lighting modifications.   |

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| 21                                | The Government and RSAC continue to develop and implement the 'Safer cars for younger drivers' and 'Light vehicle safety strategy' initiatives as contained in the <i>Towards Zero Action Plan 2020 – 2024</i> . | Supported and underway.   | The Government and RSAC are committed to developing and implementing the 'Safer cars for young drivers' and 'Light Vehicle Safety Strategy' initiatives under the Action Plan.  |
| 22                                | The Government consider mandating minimum information to be made to a purchaser on a vehicle's ANCAP safety rating both at the point of sale and when advertising.   | Not supported. Mandating would only be supported if this was a national approach, however public education will continue. | This initiative will be examined under the Light Vehicle Safety Strategy. The Government is a strong supporter and member of ANCAP and public education campaigns about purchasing safer 5-star rated vehicles.   |
| 23                                | The Government consider increasing compliance to vehicle road worthiness with the view of reducing unsafe vehicles on Tasmanian roads.   | Supported and underway.   | The Government and RSAC are committed to developing and implementing the Light Vehicle Safety Strategy. The Strategy will consider measures to increase public demand for safer vehicles, reduce the age of Tasmania's light vehicle fleet and make the current light vehicle fleet safer.  |
| <b>Tasmanian Safer Road Users</b> |  |   |   |
| 24                                | The Government consider adopting a similarly targeted approach to road safety akin to the COVID-19 messaging to improve road safety outcomes.  | Supported. A comprehensive public road safety education program is in place.  | Targeted public road safety campaigns are designed to promote safe driving and help to make unsafe behaviours, such as speeding and drink driving, socially unacceptable in much the same way as anti-cigarette advertising has done to smoking.<br><br>We continue to create targeted media campaigns to educate people about the fatal five high-risk driving behaviours and our vulnerable road users. |

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| 25 | State road authorities collaborate to implement a consistent approach to managing speed limits on State and local roads.  | Already in place.              | All new or modified speed limits need to be approved by the Transport Commissioner. This arrangement provides a high degree of consistency while retaining sufficient flexibility to respond to specific circumstances. It is recognised that speed limit reductions have the capacity to significantly reduce the road toll.   |
| 26 | The Government consider raising the maximum speed for probationary motorcyclists from 80 km/h to 100 km/h in line with other probationary road users in Tasmania.             | Currently under consideration. | <p>The maximum speed limit applying to learner and P1 motorcyclists is currently being considered as part of the Tasmanian Motorcyclist Graduated Licensing System Review.</p> <p>As part of the Review, the Centre for Automotive Safety Research (CASR) was engaged to provide independent, expert advice and recommendations to make young and novice motorcyclists safer while they gain on-road experience. CASR recommended that the maximum speed for learner and P1 riders be increased from 80km/h to 90 km/h (for learners) and 100km/h (for P1 riders).</p> <p>A public consultation process was held in August and September 2022 to seek community feedback on CASR's recommendations. The RSAC will consider CASR's recommendations and the feedback received during the public consultation process and provide advice to the Tasmanian Government.</p>  |
| 27 | The Government consider re-establishing a dedicated centralised traffic enforcement command for Tasmania Police to increase their efforts of effectively policing road rules. | Already in place.              | <p>The last dedicated Traffic Command was in existence in 1990. The traffic portfolio was distributed to the Districts in 1992. Following the completion of the Road Policing Review, based on national research and learnings from other jurisdictions, Tasmania Police has re-structured and re-focussed its traffic policing resources to provide a dedicated road policing service since 4 July 2022.</p> <p>The new road policing model means that we have one of the highest ratios of traffic police in the country, equipped with new, highly visible, highway patrol vehicles specifically designed to impact upon driver behaviours on our main highways and arterial roads.</p> <p>The restructure also saw the creation of a State Road Safety Coordinator's position and the Senior Traffic Operators Group is now chaired by the Assistant Commissioner of Police Operations. This new structure is providing a stable and sensible state-wide approach with greater support, scrutiny, and accountability for policing road rules. There appears to be little benefit in forming a centralised traffic command at this time.</p> |

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| 28 | Senior traffic police should conduct more frequent high-profile media and messaging on enforcement activities.                                    | Already in place.       | Senior traffic police regularly utilise the media and social media platforms strategically for road safety messaging leading up to periods of increased activity and risk on our roads and following large scale operations. Senior police habitually utilise media and social messaging following serious and fatal motor vehicle accidents to reinforce the importance of road safety in our community and highlight the dangers associated with risky driving behaviours.  |
| 29 | Traffic policing operations should be based on shared intelligence.   | Supported and underway. | This recommendation highlights an area for improvement that was also identified in the Road Policing Review. Following the review, Tasmania Police identified and implemented pathways to improve sharing intelligence with road safety partners, including the appointment of a Road Safety Coordinator to engage with road safety partners in all manner of intelligence sharing initiatives from crash data to improved technology and shared data.  |
| 30 | The Government to support a more dedicated approach by Tasmania Police to address vehicle defects with a view of upholding 'safety over revenue'. | Already in place.       | <p>Transport Inspectors together with Tasmania Police perform a role in detecting vehicle defects. Tasmania Police will continue to work with other road safety stakeholders including State Growth and the National Heavy Vehicle Regulator to conduct state-wide operations which target unsafe driver behaviour and vehicle defects.</p> <p>The main focus of Tasmania Police in issuing defect notices is to improve the safety of vehicles on our roads through education, with fines administered as a deterrent for repeat offenders.</p>  |
| 31 | The Government continues its intended roll-out and use of traffic enforcement cameras throughout Tasmania.  | Supported and underway. | <p>Automated traffic enforcement has been proven to improve road safety around the world. The Government's establishment of an ongoing automated traffic enforcement program in Tasmania includes the trialling of emerging technology such as mobile phone and seatbelt offence detection and average speed enforcement. This is expected to reduce speeding and high-risk driver behaviour on Tasmanian roads.</p> <p>State Growth and Tasmania Police continually work together to identify improvements to automated traffic enforcement via operational and technology advancements.</p> |

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| 32 | The Government continues to investigate strategies to minimise Tasmanian road deaths and serious injuries underpinned by inattention and other driver distractions. | Supported and underway. | <p>The Government is implementing mobile phone and seatbelt offence detection technology in 2023.</p> <p>In preparation for the introduction of mobile phone and seatbelt detection technology in Tasmania a new public education campaign is being developed and is due to be launched in March 2023.</p> <p>The 'Leave Your Phone Alone' campaign will also run on television and social media to warn drivers of the dangers of using a mobile phone while driving. This will also support the introduction of mobile phone and seatbelt detection cameras.</p>  |
| 33 | The Government support Tasmania Police to recommence large scale random breath and drug testing campaigns.  | Supported and underway. | Tasmania Police combine programs of large-scale testing sites with targeted operations to interdict with drivers who are driving with alcohol levels over the limit or driving after consuming illicit drugs. The success rates of detection are greater in targeted activities than that in large-scale sites, but both activities generate benefit to the community and achieve different road safety policing outcomes.  |
| 34 | The Government consider investigating improved safety around school crossings including the feasibility of body cameras to School Crossing Patrol Officers.         | Supported and underway. | <p>Due to unacceptable driver behaviour at children's crossings, State Growth has commenced trialling body worn cameras for School Crossing Patrol Officers (SCPOs). The use of body cameras is designed to deter dangerous driving behaviours and increase protection for SCPOs and the children who use children's crossings.</p> <p>A range of technology is available and this is currently being evaluated alongside reductions in non-compliance by drivers.</p>  |
| 35 | The Government should monitor and consider adopting traffic enforcement camera technology advancements.   | Supported and underway. | <p>This is a commitment under the Action Plan. Automated traffic enforcement has been proven to improve road safety around the world.</p> <p>The Government's implementation of an ongoing automated traffic enforcement program in Tasmania including the trialling of emerging technology such as mobile phone and seatbelt offence detection and average speed enforcement is expected to reduce speeding and high-risk driver behaviour on Tasmania's roads.</p> <p>State Growth and Tasmania Police continually work together to identify improvements to automated traffic enforcement via operational and technology advancements.</p> |

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| 36 | The Government consider the feasibility of rewarding good driver behaviour.                                | Supported and underway.          | <p>The Tasmanian Government introduced a 'Safer Driver Reward' as part of a package of enhancements to the driver GLS that commenced in December 2020.</p> <p>The Safer Driver Reward provides a free, three-year full licence to those drivers who progress through the P1 and P2 licensing stages without committing an offence. The RSAC will consider the road safety benefit in expanding this policy more broadly and will provide advice to the Tasmanian Government.</p>   |
| 37 | The Government continues to invest in ongoing community education of Tasmanian road rules and road safety. | Supported. Underway and ongoing. | <p>The Government has a range of initiatives and programs to provide both targeted and ongoing community education for all Tasmanians regarding road rules and road safety. These include:</p> <ol style="list-style-type: none"> <li>1. In July 2021 Plates Plus was introduced which provides a new interactive online learning and assessment tool, designed to improve learner driver education and give all new drivers a safer start to their time on the road. It ensures new drivers build an in-depth understanding of the road rules and why they are in place whilst developing safe driving attitudes with a focus on the impact of the 'fatal five' road behaviours (speeding, not wearing a seat belt, fatigue, distraction and drink and drug driving).</li> <li>2. The <i>Tasmanian Road Rules Handbook</i> sets out the most common road rules in a series of diagrams and explanatory text. A copy of the Handbook can be purchased from all Service Tasmania outlets, or a free copy can be downloaded online.</li> <li>3. To further increase awareness of Road Rules two brochures have been developed: the <i>Top 10 Misunderstood Road Rules in Tasmania</i> and <i>Five More Misunderstood Road Rules</i>. These brochures are available from Service Tasmania outlets and online and they are promoted throughout the year. There is also an online video journey that explains the road rules and targets new drivers and visitors to Tasmania.</li> <li>4. <i>Road Torque</i> is a series of five three-minute segments televised in July and August each year during Seven Tasmania's Nightly News to raise awareness of road safety issues.</li> <li>5. The Learner Licence Assistance Program (LLAP) provides assistance to individuals who could otherwise not obtain a learner licence through the conventional process due to a range of barriers (low literacy, English as a second language, computer literacy or accessibility issues). Over 50 LLAPs operate across Tasmania and the</li> </ol> |

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|    |  |   | <p>program is conducted through educational, employment and community service organisations. This free service supports people (individually/group) to acquire the knowledge to pass the Learner Driver Knowledge Test.</p> <p>6. The RSAC continues to educate the Tasmanian community about high-risk driving and the 'Fatal Five' behaviours. Recent campaigns include:</p> <ul style="list-style-type: none"> <li>• The Over is Over campaign launched in 2021, this campaign aims to reduce road trauma by highlighting the dangers of speeding and supporting the re-introduction of mobile speed cameras</li> <li>• The Love40 campaign is an ongoing campaign to encourage drivers to drive at or below the 40km/h school zone speed limit to keep children safe.</li> <li>• A new iteration of the Real Mates campaign was launched in September 2022. This is the eighth iteration of the long-running campaign, which shows how a Real Mate can and should help their mates make the right decision to avoid the very real consequences of driving after drinking.</li> <li>• In preparation for the introduction of mobile phone and seatbelt detection technology, the Leave Your Phone Alone campaign has been relaunched.</li> </ul> |
| 38 | The Government allocate additional funding to provide road safety education messaging through a variety of media channels.       | Supported and underway. Road safety education is scalable depending on available funding. | Support for the RSAC is provided through State Growth and more than \$75 million in funding from the Road Safety Levy is already being invested on road safety initiatives in Tasmania under the Action Plan. A further \$4.2 million per annum is provided by the MAIB for RSAC's public education and enforcement activities. Road safety education is provided through a range of contemporary channels including television, radio, print, digital and social media.  |
| 39 | The Road Attitude and Awareness Program may be of benefit in complementing existing youth driver awareness programs in Tasmania. | Not supported. A comprehensive road safety education program is underway.                 | <p>The Rotary Youth Driver Awareness (RYDA) program is a nationally developed and fully evaluated program developed by Road Safety Education (RSE) that delivers a series of educational road safety sessions to 16–18-year-old students, with a focus towards laying the foundation for safe road use throughout students' lives.</p> <p>Good practice principles for the delivery of road safety education discourage one-off events, instead encouraging investment in integrated programs. For this reason, the RYDA</p>  |

program has taken a whole school approach, embedding road safety education in the school curriculum and creating a comprehensive resource assisting teachers to deliver the program material to students. RYDA complements road safety education programs available to students in earlier schooling years and in community-based or home settings.

The delivery of the RYDA program has been funded by the Government since 2014 and is one of the key road safety education initiatives under the Action Plan. The Government has committed \$500 000 from the Road Safety Levy over the life of the Action Plan to fund delivery of RYDA.

Participation in the RYDA program has increased since the program has been integrated into the GLS. Attendance to RYDA counts as five hours of credit towards the 80 compulsory on-road logbook hours required for learner drivers to become eligible to sit the PI practical driving assessment.

Rotary Tasmania delivers the program to over 4 000 Tasmanian students annually.

The Government also funds a range of other road safety programs aimed at increasing the safety of young Tasmanians, these include:

- \$20 000 is provided for the Driving for Jobs Program, which aims to support disadvantaged students who would otherwise be unable to enter and progress through the GLS.
- \$100 000 per annum is provided to the RACT for a range of educational programs aimed at primary and secondary school students. This includes a program for Year 10-12 students focused on the dangers of distraction and inattention, and a program to teach students how to progress through the GLS and about the specific rules that apply to L and P plate drivers.
- \$100 000 per annum is provided to the Bicycle Network for the Ride2School Program. Ride2School is for primary aged students and focuses on safe cycling, road safety and positive road sharing behaviour.
- \$50 000 per annum is also provided to Kidsafe Tasmania. Kidsafe Tasmania conducts free child restraint checks to ensure that young children are safely and lawfully seated and restrained in cars. Kidsafe also distributes educational materials to inform the community of the correct child restraint type for a child's age and size.

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| 40 | The Government continues to support evidence-based general road safety education and explore additional initiatives to reach more school-based children. | A comprehensive road safety education program is underway. | See response to recommendation 39.  |
| 41 | The Government assess the mandatory supervised hours for learner plate drivers to determine if it is delivering on its intended road safety outcomes.    | Supported and underway.                                    | <p>As part of a package of enhancements to the driver Graduated Licensing System (GLS) introduced in 2020, the Tasmanian Government increased the minimum number of supervised driving hours that learners must complete from 50 to 80. This includes 15 hours of night-time driving. These changes brought Tasmania into alignment with the 'enhanced' model under the national GLS policy framework.</p> <p>When the changes to the GLS were introduced, State Growth engaged the Centre for Accident Research and Road Safety - Queensland (CARRSQ) to conduct a long-term evaluation of the changes to the GLS. The evaluation will continue for seven years post-implementation (being December 2020) and will assess whether the changes to the GLS are delivering the intended road safety benefits to novice drivers. The number of mandatory supervised driving hours will be assessed as part of this evaluation.</p> |
| 42 | The Government consider initiatives to make defensive and/or advanced driving instruction more accessible to Tasmanian drivers.                          | Agree to consider.   | Independent advice will be sought.  |

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| 43 | The Government redouble its road safety messaging at State entry points to improve road safety on Tasmanian roads.                       | Currently underway at an appropriate level. | <p>In the 10 years prior to 2020, non-Tasmanian residents (NTRs) accounted, on average, for 10.1% of total annual serious casualties.</p> <p>In 2020, 2021 and 2022, NTRs accounted for, on average, 6.1% of total annual serious casualties.</p> <p>The post-2019 decrease is consistent with the reduction in visitor numbers experienced in line with the COVID-19 travel restrictions in place in 2020 and beyond. However, important road safety messages are included at our gateway airports and seaports to reach visitors prior to them driving in Tasmania. This includes a range of multilingual educational materials, electronic and static signs and billboards. Road safety messaging is also distributed on board the Spirit of Tasmania to target visiting motorcycle riders including a safety video and touring maps with road safety information.</p>   |
| 44 | The Government explore initiatives to have a positive impact in reducing the incidence of motorcycle-related road crashes and incidents. | Supported and underway.                     | <p>Over the last several years, the Government has progressed targeted initiatives designed to reduce motorcyclist injuries on Tasmanian roads, including:</p> <ul style="list-style-type: none"> <li>• Introduction of an enhanced training and assessment curriculum for learner and provisional motorcyclists.</li> <li>• Ongoing media and education campaigns to increase the awareness of the vulnerability of motorcyclists among the motorcycling community and the broader community.</li> <li>• Promotion of the safety value of wearing adequate and appropriate protective clothing.</li> <li>• The roll-out of motorcycle safety-related elements of the Tourist Road Safety Strategy, including online safety material and touring maps. These are targeted at interstate motorcyclists and were distributed via the Spirit of Tasmania and a number of motorcycle-related social media networks.</li> <li>• Motorcycle safety audits on popular motorcycle touring routes including Lake Leake and Hollow Tree roads.</li> <li>• Continuing to support the Glenorchy City Council, in partnership with Bucaan House, and Launceston City Council, in partnership with Ravenswood's Starting Point Neighbourhood House and Rocherlea's The Shed, to deliver its successful Full Gear motorcycle safety project. This program helps young motorcycle riders to enter the licensing system and to adopt safe riding practices.</li> <li>• Review of the Tasmanian motorcycle graduated licensing system that identified potential enhancements to ensure riders are competent and skilled before being issued a full motorcycle licence.</li> </ul> |

| Tasmanian Post-Crash Response     |  |                   |   |
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| 45                                | The Government explore the feasibility of adopting an independent body to oversee investigation of road crashes.                 | Not supported.    | <p>All fatal crashes are subject to in-depth investigation by the Coroner who is supported by specialists in crash investigation, road engineering, vehicle standards and medical/toxicology fields.</p> <p>Establishing a similar crash investigation function to that of the Coroners Court (noting that under legislation the Coroner has no role in non-fatal crashes) to crashes of lesser severity (e.g. all serious crashes - approximately 250 annually, or all casualty crashes – approximately 1800 annually) would likely require the allocation of significant resources to establish and maintain.</p> |
| 46                                | The Government collaborate with road safety organisations to provide support networks for road crash victims and their families. | Already in place. | <p>The MAIB has funded Road Trauma Support Tasmania for over 20 years, which provides free state-wide counselling to any Tasmanian affected by road trauma. The MAIB also provides annual funding to Paraquad and the Brain Injury Association of Tasmania, with both organisations providing support to victims of road trauma. Under the MAIB scheme, road crash victims (and in some circumstances family members) can seek counselling and other rehabilitation services as part of their MAIB claim.</p>   |
| Other Road Safety Related Matters |  |                   |   |
| 47                                | The Government explore additional support options to assist local councils to apply for road blackspot funding.                  | Already in place. | <p>Councils have been and are encouraged to discuss Black Spot proposals with the Department's traffic engineers prior to submitting formal nominations for funding.</p> <p>Funding for road safety infrastructure treatments is also available to local governments through the Vulnerable Road Safety Program and the Safer Rural Roads Program. Almost \$4.7 million has been made available under these programs in 2022-23.</p>  |

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| 48 | The Government increase the share of the Heavy Vehicle Motor Taxes pool to local government.   | Not supported.    | <p>Tasmanian councils have received \$1.5 million annually since 1996-97. This amount was determined as part of an agreement between State and local governments to compensate for the abolition of local government road tolls.</p> <p>This is only a small portion of the total funding pool made available for councils to utilise for maintaining roads affected by heavy vehicle usage. Other funding sources include the Roads to Recovery Program, the Black Spot Program, and the Urban Congestion Fund.</p> <p>The Tasmanian Government also provides financial assistance for specific roads and bridges program.</p> <p>The Tasmanian Government considers that the current funding levels are suitable and appropriate.</p>   |
| 49 | The Government collaborate with stakeholders to attract and retain road safety specialists with the view to improve Tasmanian road safety. | Already in place. | <p>RSAC's membership includes a road safety expert who provides authoritative advice on best practice in road safety policy development.</p> <p>Dr Ian Johnston AM has worked in transport safety since 1966. His experience spans all modes. He has been a researcher, policy analyst, program administrator, senior executive and non-executive board member (across a range of transport modes and settings) with the Australian Government, with the Government of Victoria, with a national research and development company and in academia.</p> <p>Dr Johnston has a special interest in how societies, governments and organisations think about and manage safety and in the translation of research results into policy and practice.</p> <p>The RSAC comprises key stakeholder organisations with a specific interest in roads safety.</p> |