

## Legislative Council of Tasmania

### Road Safety Inquiry submission – August 2021

#### The Towards Zero Action Plan 2020-2024

Within the Action Plan there are actions assigned to key themes (domains) which aim to make road use safer.

While there is no doubt that proactive action in these domains will lead to a reduction in road trauma, the goals and actions are not quantified objectively according to how each action will lead to a significant reduction in road trauma.

For example, there is an action to tackle the issue of aligning travel speeds with the inherent safety features of the road. Although this action could lead to the greatest reduction in road trauma there is no commitment to when the ‘tackling’ action will take place, the target for achieving compliance for the entire state road network, and who is responsible for completing the action and implementing recommended changes. This issue needs an action plan in itself.

Some actions are unclear in their intent. For example, there is an action to conduct road safety audits specifically targeted to high risk touring routes, yet it is unclear whether these audits will be performed only when there is a motorcyclist involved in a crash, whether all crashes will be investigated irrespective of injury severity, or whether remedial treatments will be discussed with all stakeholders including motorcyclists. Is this action aimed at only reducing motorcyclist trauma, or is the aim to reduce all trauma by conducting road safety audits following all serious crashes? Why not canvass insights from other vulnerable road users? Should road safety audits be conducted following all crashes resulting in trauma, not just those on tourist routes?

There are no commencement or completion dates for actions. Without target dates and milestones there is no sense of urgency, and strategic plans prepared by participating organisations are unlikely to reflect the Action Plan; it is probable that involved organisations will leave the action to as late as possible and focus on much less important tasks.

Lastly, there is no commitment to keep stakeholders informed of progress with each action.

#### Recommendations

1. Quantify each action by estimating the impact on road trauma, if it is achieved. There is probably sufficient evidence to demonstrate outcomes from similar actions in other jurisdictions.
2. Prioritise actions based on the impact above.
3. Time phase each action in the Action Plan; nominate dates for commencement and completion, and milestones.
4. Identify who will be responsible for achieving each action.
5. Assign Action Plan KPIs to responsible person’s job descriptions (Executive - director or secretary, Government minister, Council infrastructure manager, etc.).
6. Identify the participant organisations involved in completing each action.
7. Publish action plans corresponding to each action stated in the Action Plan.
8. Each participant organisation to report monthly progress on each action to RSAC for publication on the RSAC website, with particular emphasis on milestones and barriers to achievement.

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