

TOWARDS ZERO STRATEGY – FREQUENTLY ASKED QUESTIONS

Q	Why has a new road safety strategy been developed for Tasmania?
A	<p>Too many people continue to be seriously injured and killed on Tasmanian roads. A road safety strategy focuses our efforts so that we can undertake activities that will result in significant reductions in the number of serious injuries and deaths on our roads as a result of road trauma.</p> <p>The new <i>Towards Zero – Tasmanian Road Safety Strategy 2017-2026</i> (Towards Zero Strategy) will focus our efforts over the next decade. The Towards Zero Strategy continues to be based on the Safe System approach to road safety and has the long-term vision of zero serious injuries and deaths on Tasmanian roads.</p> <p>A copy of the Towards Zero Strategy and Action Plan 2017-2019 can be downloaded from www.transport.tas.gov.au or www.towardszero.tas.gov.au or alternatively a hard copy can be provided by the Road Safety Branch of the Department of State Growth. To request a hard copy phone 03 6166 3239.</p>
Q	What is a Safe System?
A	<p>The human body is fragile and not designed to tolerate the impact force experienced in motor vehicle crashes, particularly higher speed crashes.</p> <p>A Safe System aims to strengthen the whole system with each of the four cornerstones working together to reduce harm from road crashes.</p> <p>Safer road users do not undertake illegal and dangerous behaviour.</p> <p>Safer roads and roadsides feature protective infrastructure such as side and median barriers, wide shoulders and good delineation.</p> <p>Safer vehicles have a five star safety rating with active and passive safety features.</p> <p>Safer speeds mean that speed limits are set at appropriate levels to match the safety of a particular road.</p> <p>This approach to road safety is regarded as best practice internationally.</p>
Q	How were the key directions and road safety activities prioritised under the Strategy and Action Plan?
A	<p>The Road Safety Advisory Council took a lead role in developing the new Towards Zero Strategy, including facilitating community and stakeholder consultation, analysing potential measures and endorsing the key directions that make up the Strategy and the priority actions that make up the <i>Towards Zero -Action Plan 2017-2019</i> (Action Plan 2017-2019).</p> <p>The key directions and priority actions were formed based on the results of extensive community and stakeholder consultation and independent research and modelling.</p> <p>Independent research and modelling included analysing Tasmania's key road safety issues and identifying the most effective countermeasures to address them.</p> <p>Community and stakeholder consultation was conducted in two stages. The first stage involved raising awareness of the Strategy's development process, sharing information on the Safe System approach and gathering community and</p>

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	<p>stakeholder views. The second stage involved releasing a discussion paper for public comment. The discussion paper was formed based on the results of the initial community and stakeholder consultation and the independent research and modelling.</p> <p>All up, 2 150 people took part in this process over an eight month period.</p>
Q	<p>Why hasn't my road safety concern been addressed in the Towards Zero Strategy and Action Plan 2017-2019?</p>
A	<p>The Towards Zero Strategy and Action Plan 2017-2019 do not include all road safety related activities to be undertaken by the Government over the next 10 years. They include those key directions and activities that should be our priority and will lead to the biggest reductions in serious injuries and deaths, so that we can focus our efforts and meet our target of fewer than 200 serious injuries and deaths by 2026.</p> <p>We will still continue to deliver a broad range of road safety activities in addition to the Towards Zero Strategy and Action Plan 2017-2019. These are listed in our <i>Road Safety Work Program 2017-2019</i>. A copy of the work program can be downloaded from the www.transport.tas.gov.au or www.towardszero.tas.gov.au website.</p>
Q	<p>Why do we have both the <i>Towards Zero – Tasmanian Road Safety Strategy 2017-2026</i> (Towards Zero Strategy) and the <i>Road Safety Work Program 2017-2019</i>?</p>
A	<p>The Towards Zero Strategy and its supporting <i>Towards Zero Action Plan 2017-2019</i> (Action Plan 2017-2019) focuses the Government's road safety priorities for the next ten year period. The initiatives outlined in these documents have been selected based on their potential to reduce serious injuries and deaths on our roads.</p> <p>In addition to our priority initiatives, we will continue to deliver other important road safety programs. For example, we will undertake a range of activities that will improve road safety for vulnerable road users such as tourists, cyclists and pedestrians. Education and enforcement will also continue to be at the core of what we do. Specific initiatives have not all been listed in the Towards Zero Strategy and Action Plan 2017-2019. These are listed in this, the <i>Road Safety Work Program 2017-2019</i> (Work Program).</p> <p>Having both an overarching strategy and an adaptive work program will provide the Government with the flexibility to respond to emerging road safety issues, while still focusing the majority of our effort on those things we know will improve our specific road safety problems and reduce the number of serious casualties.</p>
Q	<p>Cyclists are vulnerable road users. Why is there nothing in the Towards Zero Strategy to specifically improve road safety for cyclists?</p>
A	<p>In terms of the number of serious injuries and deaths that occurred on our roads as the result of road crashes from 2006 -2015, cyclists accounted for approximately 3.5%. That is an average of 11 cyclist serious casualties per year.</p>

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	<p>The Towards Zero Strategy prioritises road safety problems that relate to much higher numbers of serious casualties (serious injuries and deaths) and it is for this reason that specific initiatives relating to cyclists are not included in the current strategy. This does not mean that the safety of cyclists is not important.</p> <p>Cyclists are vulnerable in the road environment.</p> <p>A number of initiatives under the broader road safety work program specifically target cyclists, including the second stage of the highly successfully '<i>Distance makes the difference</i>' campaign and the introduction of minimum passing distance legislation.</p> <p>Additionally, a number of infrastructure projects, including those under the Vulnerable Road Users Program, include provisions that make roads safer for cyclists.</p>
Q	<p>Pedestrians are vulnerable road users too. Why is there nothing in the Towards Zero Strategy to specifically improve road safety for pedestrians?</p>
A	<p>In terms of the number of serious injuries and deaths that occurred on our roads as the result of road crashes from 2006-2015, pedestrians accounted for approximately 10%. That is an average of 30 pedestrian serious casualties per year. Pedestrians, including those who work in the road environment, are vulnerable road users.</p> <p>A number of initiatives under the broader road safety work program have been identified to improve pedestrian safety, including a pedestrian safety package which will involve the introduction of a number of new pedestrian related infrastructure treatments on local roads. This will include the trial of countdown timers across the State, installation of shared zones, and, in consultation with councils, reduction of urban speed limits from 60 to 50 km/h. Pedestrian safety will also be included in driver training programs.</p> <p>We also will continue to promote our Back to School campaign which targets school children using roads around schools and our Road Worker Safety campaign which reminds motorists to obey speed limits around road works to ensure the safety of road workers.</p>
Q	<p>Tasmanian visitor numbers are increasing and tourist drivers are a big road safety issue in Tasmania. Why is there nothing in the Towards Zero Strategy specific to tourists?</p>
A	<p>In terms of the number of serious injuries and deaths that occurred on our roads as the result of road crashes from 2010 - 2016 (YTD), the split of serious casualties by place of residence is approximately 90% Tasmanian-resident, 8% Interstate-resident and 2% overseas-resident.</p> <p>This shows that tourists are not a huge road safety issue and further that interstate drivers are more of an issue compared to international drivers.</p> <p>We already have in place a Tourist Road Safety Strategy. We will continue to target interstate and international drivers and motorcycle riders, under the second stages</p>

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	<p>of our highly successful tourist safety campaign as part of our broader road safety work program.</p>
Q	<p>Heavy vehicles are another big road safety issue. Why is there nothing about Heavy Vehicles in the Towards Zero Strategy?</p>
A	<p>For the period 2010-15 heavy vehicles accounted for approximately 3.5% of all units involved in crashes. This figure is consistent with the heavy vehicle percentage of Tasmania’s vehicle fleet. However, it does not recognise the likely higher level of exposure (both in terms of time and distance) experienced by commercial heavy vehicles when compared to other components of the total vehicle fleet.</p> <p>Also, on average, heavy vehicles comprise approximately 10% of vehicles involved in fatal crashes. More often than not in multi-vehicle crashes involving a heavy vehicle the other vehicle is the at-fault vehicle, meaning the role of heavy vehicles in fatal crashes is over-represented.</p> <p>As part of our broader work program we will launch stage 2 of our secure loads campaign, specifically targeting heavy vehicles. Importantly, we will continue to maintain and implement national heavy vehicle law.</p>
Q	<p>Older drivers are fragile and Tasmania has an ageing population. Why is there nothing in the Towards Zero Strategy addressing older drivers?</p>
A	<p>In terms of the number of serious injuries and deaths that occurred on our roads as the result of a road crash from 2011-2015 older drivers (drivers aged 65+) accounted for approximately 5.5%. That is an average of 17 older driver serious casualties per year.</p> <p>We know that older drivers tend to self-regulate their driving. The most important safety measure for older drivers is driving a five star safety rated vehicle.</p> <p>Safer vehicles increase the likelihood that you will be able to walk away from a crash uninjured.</p> <p>Under the broader road safety work program, we will be undertaking an older driver – crashworthiness campaign aimed at getting older drivers to buy the safest car they can afford.</p>
Q	<p>The Government has made commitments to several grants programs to improve road safety for all Tasmanians. These are not named up in the Towards Zero Strategy?</p>
A	<p>The Government has a number of on-going grants programs that will continue to be made available, including:</p> <ul style="list-style-type: none"> • Learner Driver Mentor Program and Driver Mentoring Tasmania Funding Program to support disadvantaged Tasmanians to gain a driver licence; • Community Road Safety Grants Program to support grassroots level road safety initiatives in the local community; • Vulnerable Road User Program to reduce conflict between vehicles and cyclists, pedestrians and motorcyclists; and

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	<ul style="list-style-type: none">• Rotary Youth Driver Awareness Program to educate year 10 students about road safety. <p>These grants programs are listed as part of the <i>Road Safety Work Program 2017-2019</i>.</p>
Q	Where does the funding come from to support the road safety activities?
A	<p>Road safety activities will continue to be funded from the Road Safety Levy. The Levy is a fee paid at the same time but in addition to annual vehicle registration fees.</p> <p>Approximately \$13.1 million per year is raised through the Levy.</p> <p>The Road Safety Levy is due to expire in November 2017. We are currently looking at options for continuing to fund road safety activities for the life of the Towards Zero Strategy.</p>