

Tasmania's Road Safety Strategy

Discussion Paper

How to Have Your Say

We want to hear your view on the future direction for road safety in Tasmania. Your feedback will help shape our next Road Safety Strategy.



Submission Deadline

Submissions will close on



**6 October 2026
at 11:59pm.**

At this time, the Engage website will stop receiving submissions. There will be no consideration of submissions after this deadline.

Purpose of the Discussion Paper

This Discussion Paper invites the Tasmanian community, stakeholders and industry to help shape Tasmania's Road Safety Strategy. It outlines key challenges, opportunities, evidence and a proposed approach to reduce deaths and serious injuries on our roads.

All feedback is welcomed, and encouraged, to ensure the proposed approach reflects community views and expectations.



You can have your say about Tasmania's Road Safety Strategy by going to:

<https://engage.building.tas.gov.au/tasmanias-next-road-safety-strategy>

How to make a submission

To make a submission, first read this Discussion Paper, consider the questions on pages 21, 23, 25, 27, 29 and 34, and then submit your answers through the Have Your Say page on the Engage website.

You can write your answers directly in the space provided or upload your written submission.

To direct any queries about this Discussion Paper or the consultation process, contact:

TasRSS@building.tas.gov.au

Next Steps

Once consultation has concluded, the Tasmanian Government will formulate a final strategy that brings together best-practice elements, the research and modelling (evidence-base), and consultation feedback.

This final strategy will then be reviewed by the Road Safety Advisory Council, before being considered by the Tasmanian Government. It is expected that a final strategy will be released in early 2027.

In recognition of the deep history and culture of this island, we acknowledge and pay respect to Tasmanian Aboriginal people as the traditional and continuing custodians of Lutruwita/ Tasmania, and we pay our respects to Elders past and present.

Why a New Road Safety Strategy is Needed

The *Towards Zero Tasmanian Road Safety Strategy 2017–2026* (current strategy) is coming to an end. While strong foundations have been established, the level of road trauma on Tasmanian roads remains unacceptably high, with more than 300 fatal and serious injuries recorded in 2025.

This presents an opportunity to accelerate progress through a refreshed strategic direction. This direction will continue to be grounded in the **Safe System** approach (defined on page 14), based on global best-practice, but will be strengthened by more effective and systematic road safety management.

Independent modelling commissioned to inform the development of the next *Tasmania’s Road Safety Strategy* confirms that under a business-as-usual scenario, Tasmania is unlikely to achieve a long-term (by 2050) state of near zero road trauma, in line with global ambitions. However, the modelling also indicates that a refreshed direction, combined with accelerated effort, can deliver the scale of impact required to significantly reduce road trauma in Tasmania.

Together, this highlights the need for a fundamental shift in how road safety is delivered in Tasmania, where we build upon the evidence-based approach, continue to be guided by the **Safe System** approach and a **Vision Zero** (defined on page 14) future state, but take a stronger and more integrated strategic approach to delivering road safety initiatives across Tasmania.

The new strategy is an opportunity to:

-  Reset priorities based on evidence.
-  Improve the effectiveness, targeting and coverage of interventions.
-  Strengthen accountability and governance.
-  Continue to align Tasmania with evolving national and international best practice.
-  Deliver road safety through stronger collaboration, partnerships, and ongoing engagement.

What’s New

Subject to consultation feedback, the draft Strategy proposes strengthening several strategic elements, including:

Partnerships

Strengthening work with partners to deliver outcomes.

Governance

Enhancing how we prioritise and deliver evidence-based effort.

Performance Management

Ensuring we remain on the right path to success.

Ongoing Engagement

Connecting effort and community outcomes.

Movement & Place Framework

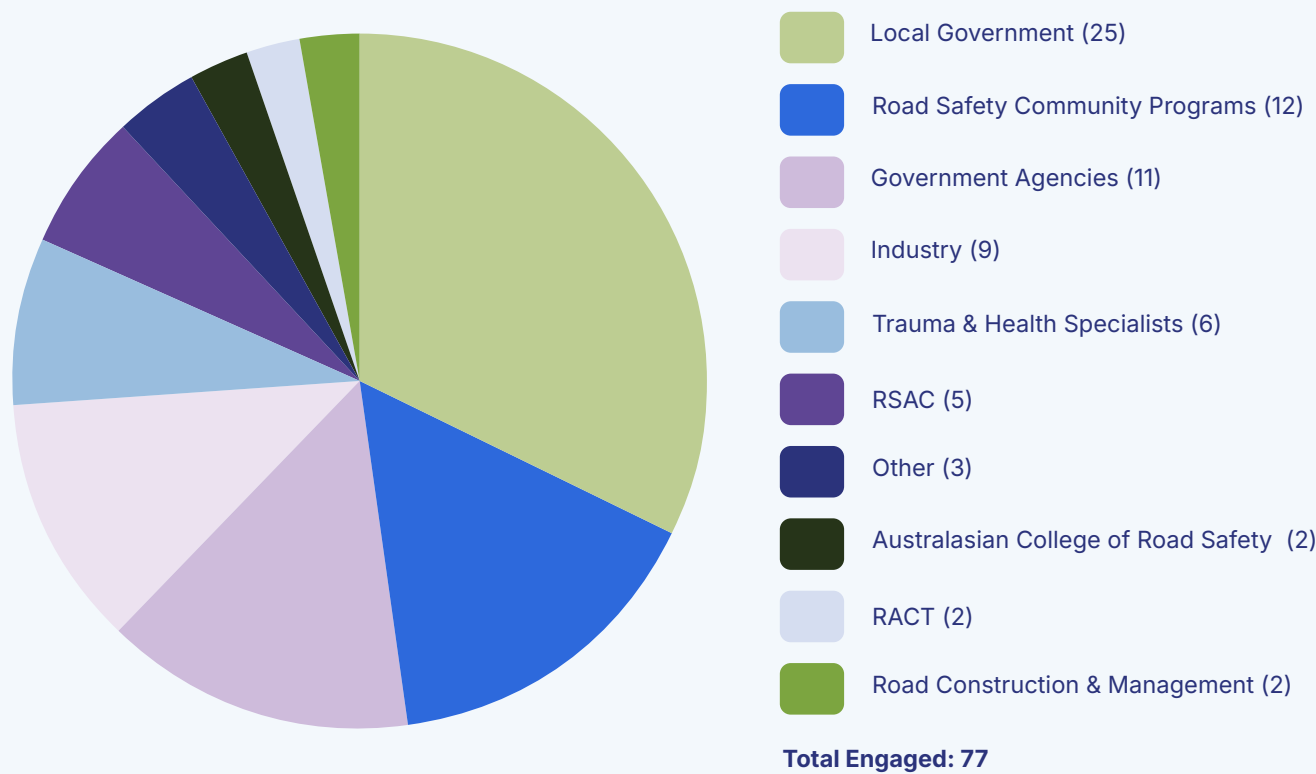
Aligning road function with appropriate safety measures.

What We Have Heard So Far

In June 2026, stakeholder workshops were held with organisations and agencies that engage with and contribute to road safety outcomes across Tasmania. These workshops provided valuable insights into community and stakeholder expectations for the **Tasmania's Road Safety Strategy** and identified opportunities to strengthen Tasmania's approach to reducing road trauma.

While there was broad support for the proposed **Vision Zero** and **Safe System** direction, participants highlighted several themes that should be reflected in the final Strategy. These themes have informed the proposed strategic approach presented throughout this Discussion Paper.

Stakeholders Engaged So Far



Shared responsibility and community ownership

Stakeholders highlighted the importance of shared responsibility and greater community ownership of road safety outcomes, recognising that reducing road trauma requires action across the entire transport system.

Education and behaviour remain important

Participants emphasised the continuing role of education and behaviour change initiatives in supporting safer choices and a stronger road safety culture.

Governance, accountability and implementation

Participants called for stronger governance, clear accountability and transparent monitoring to ensure the Strategy delivers measurable outcomes over time.

Supporting local solutions and collaboration

Stakeholders highlighted the important role of local governments and communities, including the need for practical support that recognises resourcing and capacity restraints across Tasmania, and solutions that meet the needs of each community's unique environment. Stakeholders also highlighted the potential that stronger collaboration can have in delivering road safety outcomes, especially local solutions.

Better use of evidence and data

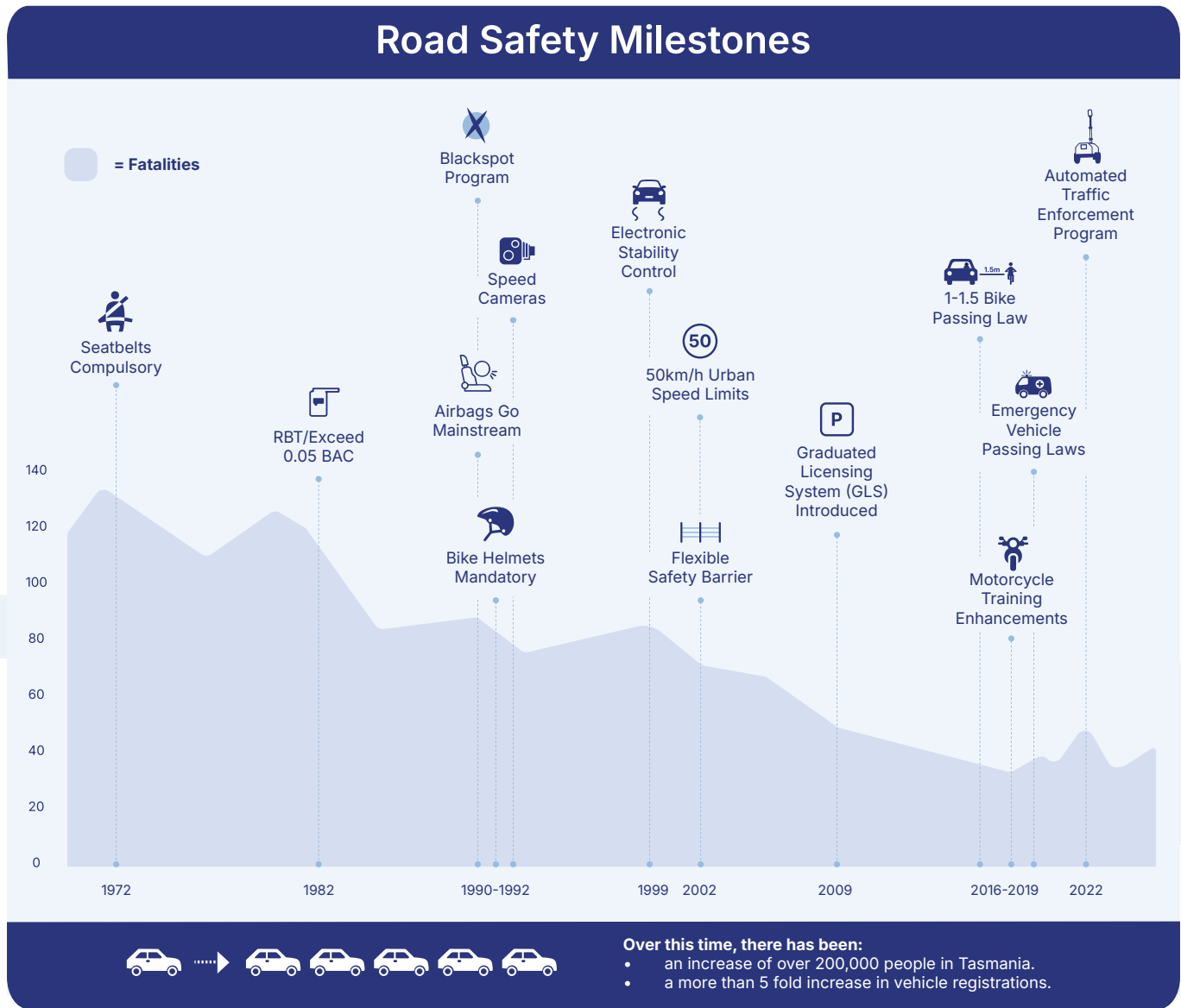
Stakeholders supported greater use of evidence and data to better understand risk, inform investment decisions and prioritise effort.

The Tasmanian Road Safety Challenge

In Tasmania, significant progress in improving road safety outcomes has been made over time.

Over the last 50 years, major improvements include safer roads, the introduction of mandatory seatbelts, maximum blood alcohol concentration limits, advances in vehicle technology, and stronger licensing and enforcement practices. The combination of these and other key interventions has led to a substantial reduction in road trauma.

In 1971, 131 people were killed on Tasmanian roads, but this has averaged 35 over the past 10 years. While this figure remains unacceptable, it highlights the significant progress that has been achieved over time, particularly given the growth in population and vehicle registrations over the same period.



What the data shows

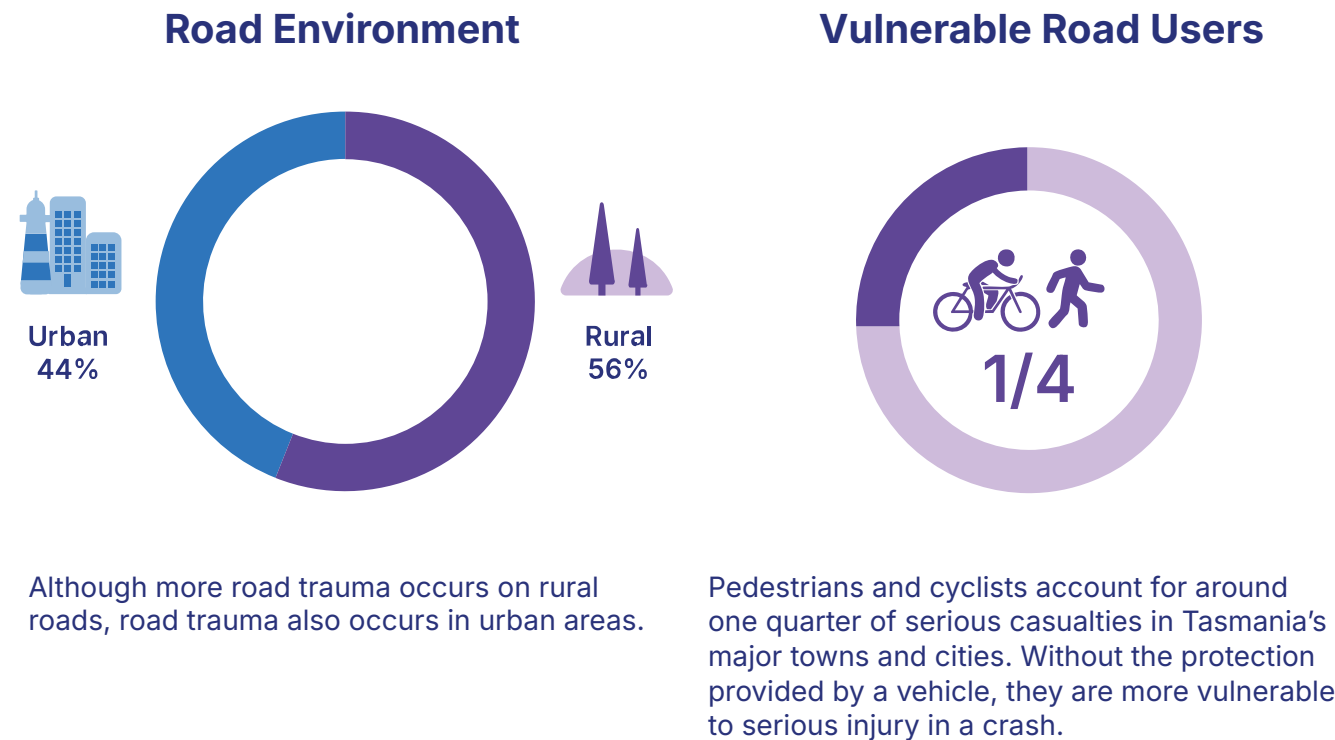
Independent modelling has shown that fatalities and serious injuries are influenced by the way speed, roads, vehicles and people interact across the transport system.

As such, road trauma is driven by a range of connected factors, and therefore requires a system-wide response.

Focusing on individual elements alone will not eliminate road trauma in Tasmania.

Our Crash Problem

We know that a small set of factors drive a large proportion of road trauma occurring on Tasmanian roads:

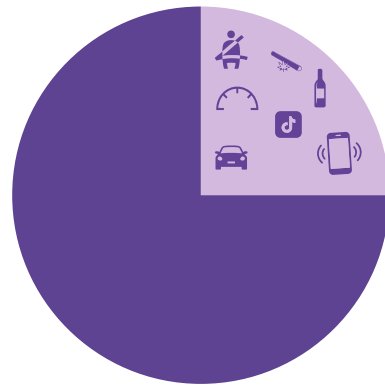


Higher speeds



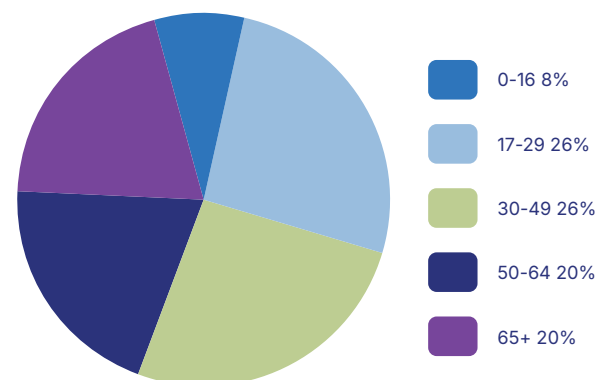
Almost two thirds of fatal and serious injury crashes occur on roads with speed limits of 80 km/h or higher, with 40 per cent occurring on roads signed at 100 km/h or above. Higher speeds increase kinetic energy and make serious injury or death more likely.

High-risk behaviours



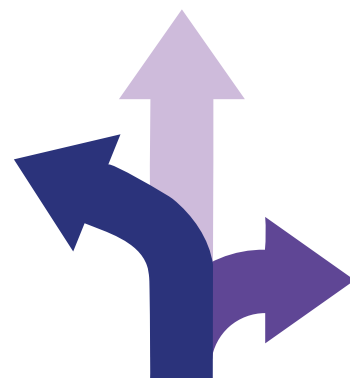
While only a relatively small proportion of fatal and serious injury crashes involve high-risk behaviours, these behaviours significantly increase the likelihood of fatal or serious injury outcomes.

Inexperience



People under 29 years of age account for 34 per cent of those involved in fatal and serious injury crashes. Driver inexperience, particularly among younger drivers, can increase the risk of being involved in a crash.

Lane departure crashes



Almost 2 out of 3 serious casualties result from head-on or run-off-road crashes. These crashes involve vehicles leaving their lane.

Crash occurrence and injury severity are distinct but are linked. Some factors influence how often crashes occur, while others determine how severe those crashes are when they happen. Under a Safe System, we prioritise activities that minimise severe crash outcomes.

Key Improvement Opportunities for Tasmanian Road Safety

Independent modelling indicates that some of the most effective approaches include:

- Aligning speeds to the road environment through effective speed management.
- Strengthening road design and infrastructure to align with the purpose of the road environment.
- Separating vulnerable road users from traffic – especially in areas where vulnerable road users are expected.
- Vehicle safety technologies.
- Using enforcement to encourage road users to drive and behave legally.



Strategic Principles and Vision

Vision Zero

Vision Zero reframes road safety around a clear and uncompromising principle, that

No loss of life or serious injury on the road network is acceptable, and that these outcomes are preventable.

It is founded on a simple ethical proposition, that no person should be killed or seriously injured while travelling on Tasmania's roads. Decades of international evidence demonstrates that road trauma can be dramatically reduced through Safe System design.

Like aviation, rail and workplace safety, road safety should be managed on the basis that serious harm is preventable. Tasmanians should be able to travel on a system that is designed to protect them from death and serious injury.

Safe System Approach

Tasmania's Road Safety Strategy is built on the Safe System approach because evidence shows it is the most effective way to reduce deaths and serious injuries on roads.

The Safe System approach recognises that people make mistakes and that the human body has limited tolerance to crash forces. Instead of expecting people to be perfect, it focuses on designing safer roads and roadsides, safer vehicles, safer speeds and safer road use so that mistakes do not result in death or serious injury.

This approach applies to all road users and all journeys, recognising that everyone should be able to travel safely regardless of the purpose of their trip, the mode of transport they use, or the environment through which they travel. This includes people who walk, wheel, ride, use public transport, travel by motorcycle, or travel in a vehicle.

What We Have Heard

Feedback received during consultation indicated strong support for Vision Zero as the long-term, aspirational direction for Tasmania's road safety efforts. Stakeholders consistently emphasised the importance of translating the vision into measurable action through clear, evidence-based goals and targets that demonstrate progress towards reducing road trauma.

Consultation participants consistently reinforced the importance of communicating shared responsibility more clearly.

Shared Responsibility

Shared responsibility is central to the Safe System approach, but it does not mean everyone has the same role.

Like workplace safety, each person or organisation is responsible for the risks they can influence or control.

Road users have a responsibility to follow the road rules, travel at safe speeds, pay attention and make safe decisions. However, when a fatal or serious crash occurs, responsibility does not stop with the people directly involved.

The Safe System recognises that responsibility is shared across those who design, build, regulate, manage and operate the road transport system. Governments, road managers, vehicle manufacturers, employers, regulators and other stakeholders have a responsibility to understand what contributes to a crash and take action to help prevent similar crashes in the future.

Achieving Vision Zero therefore requires both safe road user behaviour and an ongoing commitment from those who design and manage the transport system to identify risks, learn from crashes and continuously improve the safety performance of the transport system.

Movement and Place

The Movement and Place framework, as presented in the National Road Safety Strategy is a conceptual approach to defining any environment we travel through on our journeys.

It recognises roads as having dual functions. Some roads, such as highways, are essential for the movement of people and goods, while others are important spaces where people live, work, socialise and spend time. Roads are not just used by motorised traffic, but also by vulnerable road users, such as pedestrians and cyclists.

This framework helps discuss what we can expect of a Safe System in Tasmania, relative to the different environments we travel through on each journey.

Higher 'Place' Value

In our cities and neighbourhoods – places where people live, work, socialise and spend time – we should target safety measures that focus more on vulnerable road users (pedestrians, cyclists, the elderly, children etc.), especially where there is a risk of collisions between vehicles and these users.

Higher 'Movement' Value

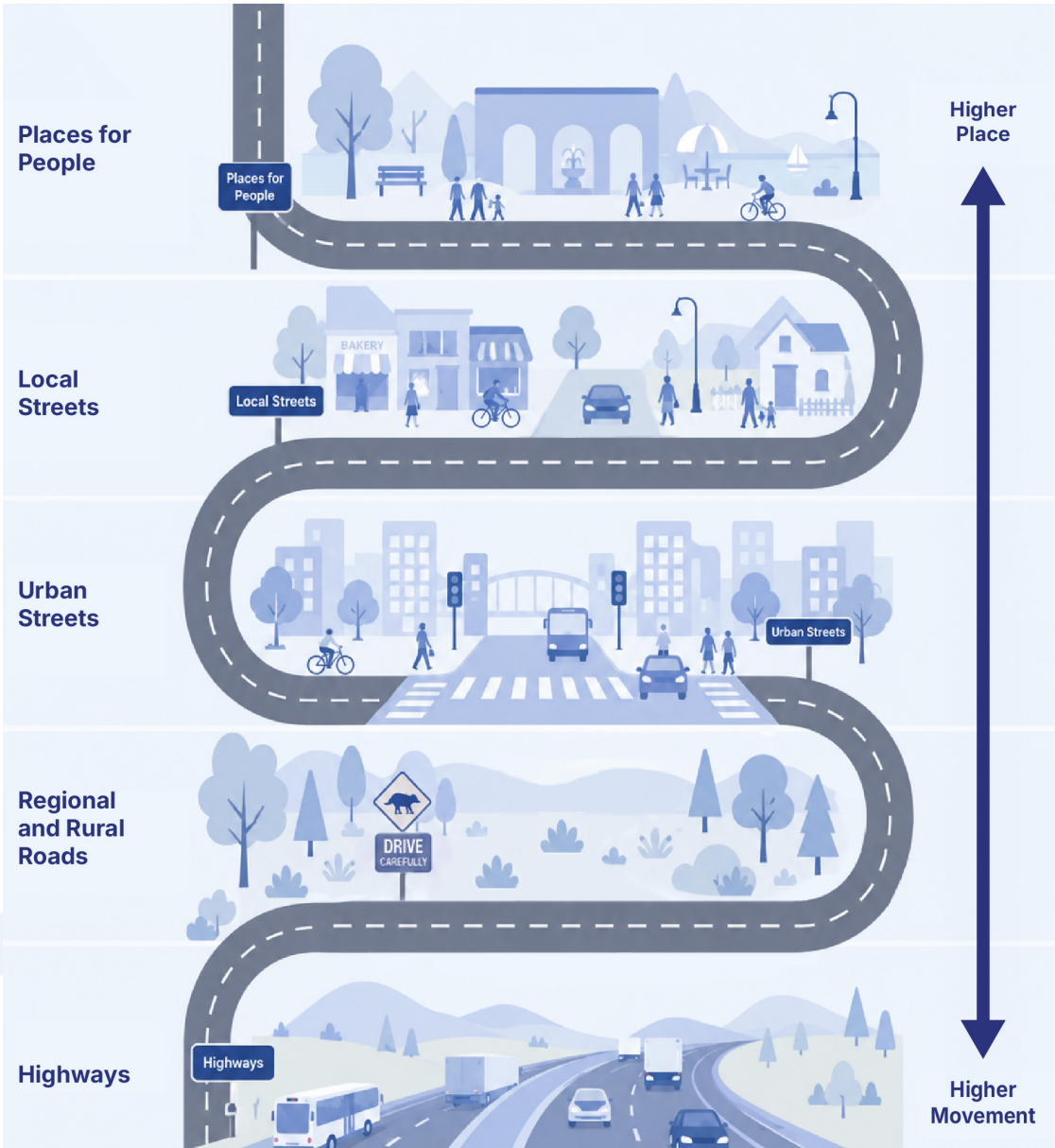
Our highways and high-capacity regional and urban roads are essential for the movement of people and goods. Here, we need to design these environments to facilitate safe travel at faster speeds.

All Mixes of Movement and Place

Each environment we travel through can be broken down by an environment's function. This helps guide decisions about road design, speed limits and other safety measures that can be effectively targeted to the purpose they need to serve and meet community expectations for unique Tasmanian conditions – which we know can vary for each community.

This approach supports safety in every journey. Whether travelling on foot, by bicycle, by public transport or in a vehicle or on a motorcycle, people should be able to move safely through local neighbourhoods and the broader transport network.

It is being proposed that the Tasmania's Road Safety Strategy uses the Movement and Place framework to connect Vision Zero, the Safe System approach and the Strategy's priority areas.



Proposed Strategic Framing



Proposed Strategic Framing

Vision, Principles and Approach

By connecting **Vision Zero**, the **Safe System** approach (and Principles), and the **Movement and Place** framework, the Tasmania's Road Safety Strategy is an opportunity to accelerate progress toward reducing road trauma, together, across Tasmania.

Strategic Framework

Improving road safety isn't just about actions – it is also about how we plan, work together, and use information to deliver action.

Independent advice indicates that Tasmania can strengthen its road safety outcomes by continuing to improve road safety management practices informed by contemporary guidance, grounding future action in partnerships, and improving the use of evidence and data to inform the development of actions and track progress.

This will provide a stronger foundation for reducing fatal and serious injuries and aligns Tasmania with leading road safety practices in Australia and internationally.

We are considering strengthening:



Management:

How road safety is planned, coordinated, and delivered.



Partnerships:

Working with communities, businesses, and Australian, state and local governments.



Evidence and Data

Using data analytics to understand risks and track progress.

For example:

Partnering with local organisations like sports clubs to promote safe behaviours.

Sharing data between health, police, local government, and insurance bodies to better understand Tasmanian crashes and road trauma.

Using road, traffic, mobility and health data to better inform action.

Establishing stronger governance to coordinate road safety efforts.

It is proposed that, as part of the Strategy, effort is strengthened through **road safety management** practices, **partnerships**, and **data**, using Austroads guidance and international best-practice examples.

What We Have Heard

Stakeholder feedback strongly supported strengthening how road safety is delivered in Tasmania. There was a call for improved implementation, emphasising that successful implementation requires clear governance arrangements, collaboration, ongoing stakeholder engagement and a regular review process.

This builds on existing partnerships and programs already operating across Tasmania, including collaboration with local government and community stakeholders. The next Strategy provides an opportunity to strengthen these arrangements and identify areas where additional collaboration could further improve road safety outcomes.

Stakeholders also called for stronger evidence-based decision making and improved integration of crash, health and insurance data. Stakeholders called for stronger use of proactive data such as Australian Road Assessment Program (AusRAP) results, near-miss, and emerging (such as data relating to e-mobility devices) data to inform action before serious crashes occur.

Discussion Questions:



Where can we strengthen our management approaches, partnerships, and the use of evidence and data to achieve road safety outcomes?



What are the barriers to strengthening management, partnerships, and the use of evidence and data to deliver road safety outcomes?



Are there any additional approaches that should be considered?

Action Areas

By framing Tasmania’s road safety efforts through a Movement and Place lens, accompanied by system-wide influences of speed management, enforcement, and behaviours and choices, we can better target actions to the environments and risks that road users encounter. The framework has been successfully used in other Australian jurisdictions and is part of the Australian Government’s National Road Safety Strategy 2021-2030.

This approach helps ensure actions are matched to the risks in different road environments.

The framework recognises that roads serve different purposes:



Place:

Areas where people live, work, and spend time (e.g., local streets, town centres).



Movement:

Roads mainly used for getting from one place to another efficiently (e.g., highways).

Using this framework helps:

- Focus on the types of crashes that happen in different places.
- Match safety treatments to how roads are used.
- Create a shared understanding with the community.

As such, the action areas proposed are:

- **Safer Behaviours and Choices.**
- **Safer Cities, Neighbourhoods and Places.**
- **Safer Travel on Roads Designed for Movement.**



This approach provides a common way for the government and the community to talk about road safety. It can support conversations about the role different roads play in local communities and the different roles roads play in different environments.

No matter the type of environment, safety is created through system-wide measures that include effective speed management and enforcement, infrastructure design that anticipates human error, and safer behaviours and choices that reduce risk.

Discussion Questions:



Is the Movement and Place framework a useful way to understand and discuss road safety in Tasmania?



Are there any improvements or alternative approaches that should be considered?

Action Area 1: Safer Behaviour and Choices

While safer roads, speeds and vehicles remain essential to achieving a Safe System, reducing road trauma also relies on building knowledge, awareness, skills and shared responsibility across the community. This action area focuses on strengthening road safety education throughout life, supporting positive road user behaviours, and fostering a strong road safety culture in Tasmania.

Examples of actions might include:

- Road safety education programs delivered through schools, vocational training, workplaces and community organisations.
- Campaigns to encourage safer driving and riding.
- Enforcement activities focusing on speeding, alcohol, drugs, mobile phones and other distractions.

- Promoting safer vehicle choices (by individuals and industry).
- Driver licensing and training programs.
- Improving workplace road safety.
- Supporting local, community-led safety initiatives.
- Connecting with high-risk groups (such as drink and drug driving).



What We Have Heard

Stakeholders consistently highlighted the importance of behaviour change and education initiatives.

Stakeholders emphasised the need to build a stronger road safety culture, support future generations of road users and encourage greater community ownership of Tasmania's road safety vision.

Road safety will continue to evolve as travel patterns and technologies change over time.

Stakeholders identified issues such as e-scooters, e-bikes and other emerging mobility trends as issues requiring ongoing attention.

Stakeholders also highlighted the importance of monitoring future risks associated with technology adoption and changing road user behaviours.

Discussion Questions:

?

Do you support an Action Area that focuses on safer behaviour and choices?

?

What actions or initiatives should be prioritised?

?

Are there additional issues, opportunities or innovations that should be considered?

Action Area 2: Safer Cities, Neighbourhoods and Places

This action area focuses on places where people and vehicles interact more often, such as cities, towns, neighbourhoods, and shopping areas. Nearly half of Tasmania’s fatal and serious injury crashes are in urban areas. The aim is to make these environments safer by reducing conflict between people and vehicles and reducing potential crash energy in these environments.

These places often involve:

- Pedestrians.
- Cyclists.
- Lower-speed traffic.

Examples of actions might include:

- Safer crossing infrastructure and systems for vulnerable road users.
- Appropriate speeds and traffic calming measures that reflect the road environment, surrounding land use and road user activity.
- Separating vulnerable road users from traffic, where possible.



What We Have Heard

We have heard from stakeholders that our efforts need to have a focus on vulnerable road users (pedestrians, cyclists, elderly, children, e-mobility) and address risks where different road users interact in the road environment. This reflects the intent of the Safer Cities, Neighbourhoods and Places action area.

Discussion Questions:

- ? Do you support an Action Area that focuses on safer cities, neighbourhoods and places?
- ? What actions or improvements should be prioritised?
- ? Are there additional issues, opportunities or innovations that should be considered?

Action Area 3: Safer Travel on Roads Designed for Movement

This action area focuses on higher-speed roads above 80km/h, including highways, main corridors, and regional and rural roads. More than half of Tasmania’s fatal and serious injury crashes are in regional and rural areas. The aim is to reduce the potential for high-energy crashes to occur in these environments and otherwise manage the level of potential crash energy.

These roads often involve:

- Longer trips.
- Higher speeds.
- More severe crashes (e.g., high-energy head-on or run-off-road crashes).

Examples of actions might include:

- Improved road design (e.g., better curves and layouts).
- Safety barrier systems.
- Improving intersections.
- Safer speeds.



Image courtesy of the City of Launceston. Photo by Nick Hanson.

What We Have Heard

We have heard from Stakeholders that our efforts need to have a proactive focus on reducing rural and regional road risk through safer road infrastructure, evidence-based investment, and improved speed management. Feedback highlighted the importance of addressing risks by improving road conditions and design and using targeted enforcement to reduce high-risk behaviours. Participants generally supported a network-wide approach focused on preventing serious crashes before they occur.

Discussion Questions:

- ? Do you support an Action Area that focuses on safer travel on roads designed for movement?
- ? What actions or improvements should be prioritised?
- ? Are there additional issues, opportunities or innovations that should be considered?

In addition to the action areas, the Strategy will continue to monitor emerging issues and respond to changing risks over time, ensuring Tasmania remains well positioned to address future road safety challenges while maintaining a focus on reducing fatal and serious injuries.

Impact



Together, the vision, principles, approach, strategic framework, and action areas can save lives and reduce serious injuries on our roads and provide:



Reduced social and economic costs of road trauma.



Safer Tasmanian Communities.



Improved public health and community wellbeing.



More sustainable movement of people and goods.

The **Strategy at a Glance** provides a one-page overview of the proposed strategic framing of the **Tasmania's Road Safety Strategy**.

Strategy at a Glance

Vision: Zero Death and Serious Injuries on Tasmanian Roads

Safe System Foundations

Building a safer
road system
for everyone.



Safe Roads and Roadsides



Safe Speeds



Safe Road Users



Safe Vehicles



Post Crash Care

Strategic Framing

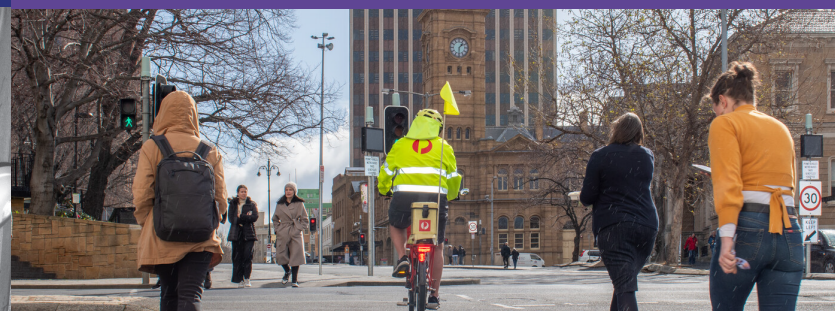
Focus areas that guide our priorities and decision making

Safer Behaviours and Choices



**Support people to make safer choices
every time they travel.**

Safer Cities, Neighbourhoods and Places



Design and manage places where people and vehicles interact safely.

Safer Travel on Roads Designed for Movement



Reduce trauma on roads that connect our communities and support our economy.

Impact

The outcomes
we are working
towards.



Reduced social and economic costs of road trauma



**Safer
Tasmanian
Communities**



Improved
public health
and community
wellbeing



More sustainable movement of people and goods

Enabled By

The foundations
that make it all
possible.



Evidence and Data



Partnerships



Road Safety Management

Other opportunities

During the stakeholder workshops conducted in June 2026, a wide range of actions and focal areas were presented by participants.

This includes, but is not limited to opportunities such as:

- Incentives for legal and safe behaviour.
- Trauma response education (eg. Road Trauma First Aid).
- Support for persons and communities impacted by road trauma.
- Encouraging people to use different forms of transport, such as public and active transport.

Discussion Questions:

- ? What are the most significant opportunities and challenges for improving road safety in Tasmania?
- ? Are there any road safety priorities, actions or opportunities that are not currently reflected in this discussion paper?
- ? Do you have any additional comments on the proposed direction of Tasmania's Road Safety Strategy?

