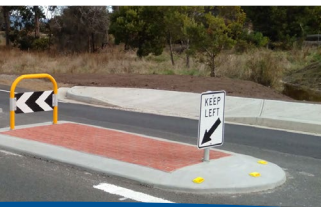
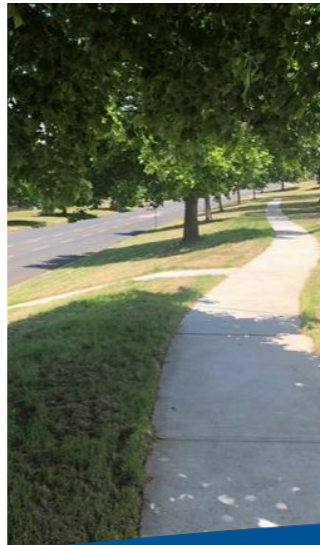
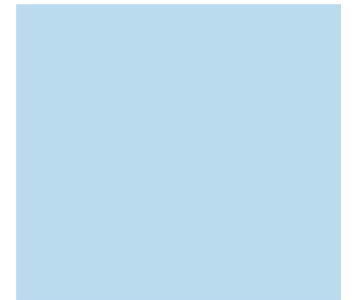
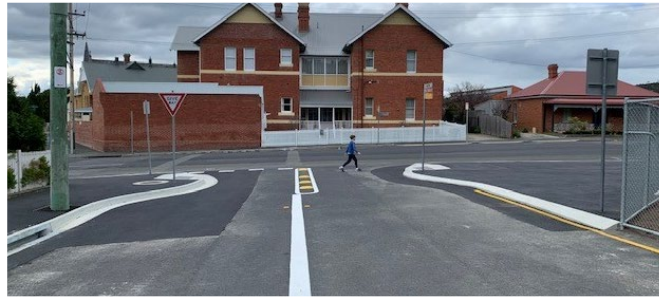


Overview of the Tasmanian Government's Vulnerable Road User Program (VRUP) and the Safer Road User Program (SRRP)

Presented by Craig Hoey, Manager Road Safety
3 November 2022

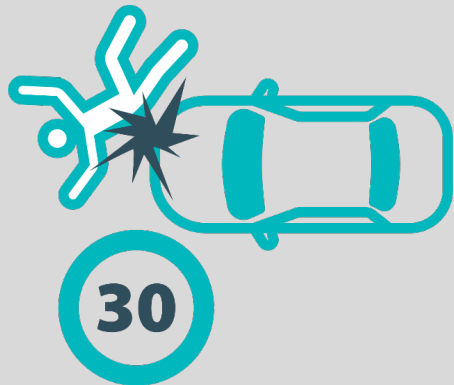
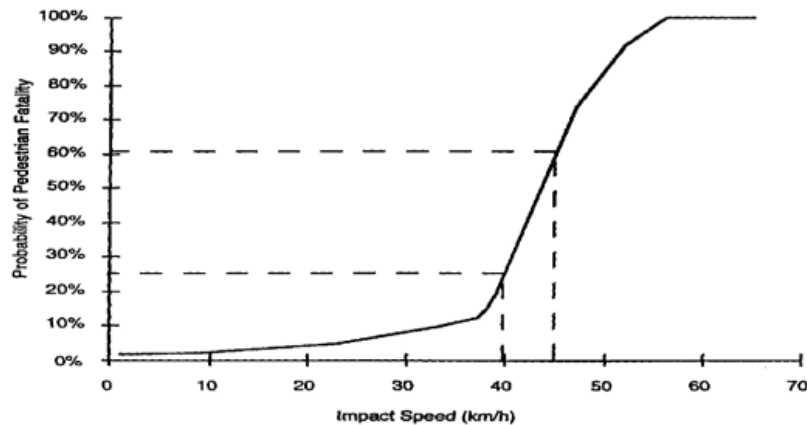
Vulnerable Road User Program (VRUP) and Safer Rural Roads Program (SRRP)



The Safe System approach to Road Safety

Probability of Pedestrian Fatality by Impact Speed

Figure 2: Probability of Pedestrian Fatality by Impact Speed.
Derived from the Interdisciplinary Working Group for Accident Mechanics (1986) and Watz, Hoefliger and Fehlmann (1983)



The **Safe System** approach is the guiding principle of the *National Road Safety Strategy 2021-2030*.

The *Towards Zero Tasmanian Road Safety Strategy 2017-2026* and initiatives of the *Towards Zero Action Plan 2020-2024* are underpinned by the **Safe System** approach.

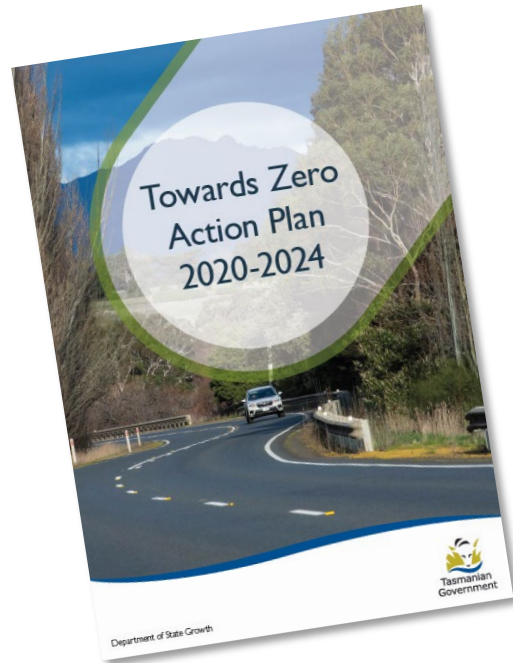
The Safe System approach has **four core principles**:

- Fatal and Serious Injuries are not acceptable on our roads.
- Humans are fallible.
- Humans are vulnerable.
- Road safety is a **shared responsibility**.

Knowledge and expertise of safe system interventions are vital to building delivery capacity.

Expanding safe system knowledge through facilitated training, workshops and forums is supported under the Action Plan.

The Towards Zero Action Plan 2020-2024



Tasmania's Target

Fewer than 200 serious injuries and deaths on our roads by 2026.

From 2020 to 2024 the Tasmanian Government will invest more than \$75 million to improve road safety outcomes. This includes:

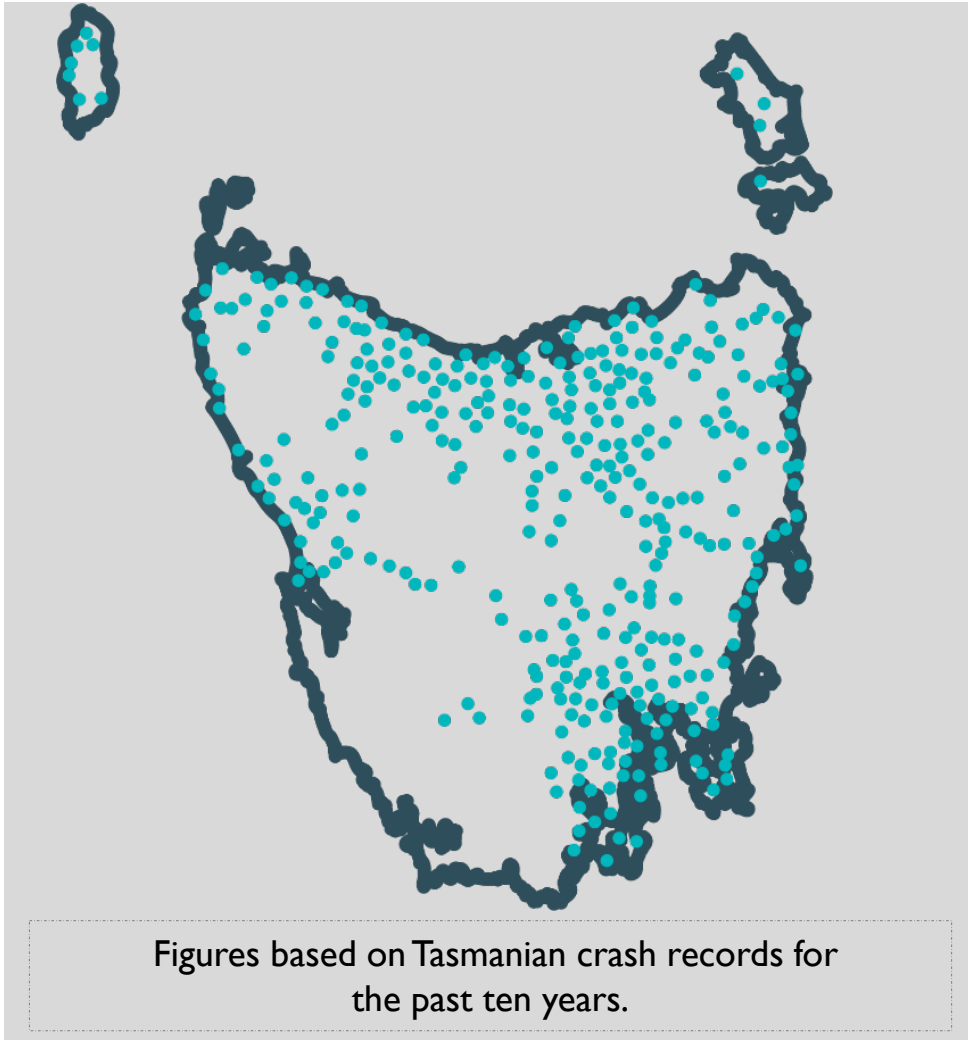
- Over \$20 million to **make our rural roads safer.**
- Over \$31 million to **improve safety in our towns and cities.**

Under the Action Plan, an increased funding commitment has been made to local government grant programs to tackle two key areas:

- \$1 million annually for the Vulnerable Road User Program to **improve safety in our towns and cities.**
- \$2 million annually for the new Safer Rural Roads Program to **improve safety on our rural roads.**

Collectively, this will see **\$15 million awarded** through local government grant programs under the Action Plan.

Why these programs?



! Our crash problem is disperse

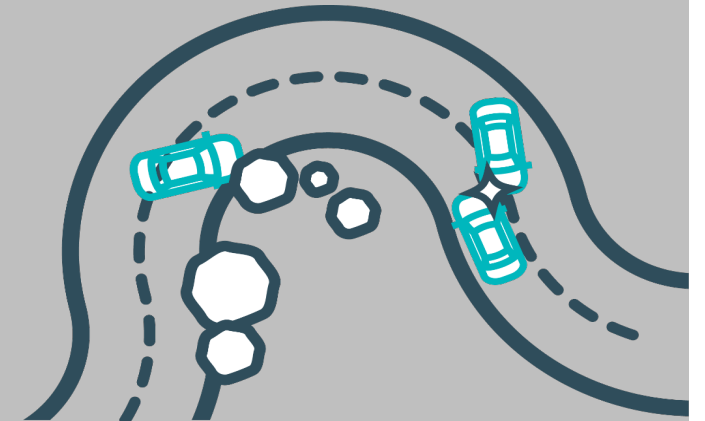
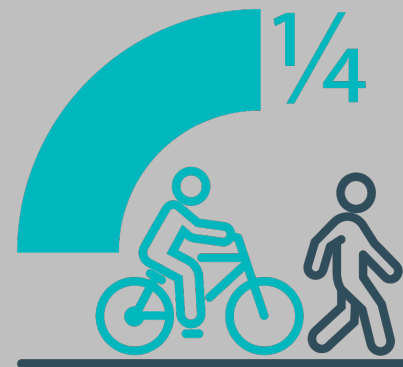
System-wide 'mass-action' solutions are required to improve road safety to complement the 'black spot' program.

✓ Improving safety in our towns and cities

Pedestrians and cyclists represent one in four serious casualties in our major towns and cities.

✓ Making our rural roads safer

60 per cent of fatalities occur in rural areas.



About the Programs Assessment



Picture: Lincoln Street – Clarence City Council – VRUP 2021 (Round 1)



Picture: Lewisham Road – Sorell Council – SRRP 2021 (Round 2)

Assessment Criteria

- A risk management approach is used to assess applications.
- Eligible applications are assessed against several criteria, including:
 - The **likelihood** of a crash occurring based on exposure rates and **likely consequences** of a crash.
 - The potential **crash reduction benefit(s)** of the proposed infrastructure treatment.
 - How **cost-effective** the treatment is in addressing the issue.
 - The use of the Austroads **Safe System Assessment Framework**.
 - Value of co-contribution or basis for why **co-contribution** is not viable for the local government.
- Applications are assessed by an Assessment Committee from the Department of State Growth.
 - Membership consists of experienced senior road safety officers, a crash data manager and senior traffic engineers.

About the Programs

Vulnerable Road User Program



Picture: Nixon/Parker Street – Devonport City Council – VRUP 2021 (Round 2)

Program Aims:

- Minimise the opportunity for conflict between vulnerable road users and motor vehicles.
- Provide an opportunity for local councils to develop and implement small-scale, low cost, effective infrastructure treatments targeting vulnerable road user safety issues.

Since the start of the Towards Zero Strategy **126 projects** have been approved for funding under the VRUP.

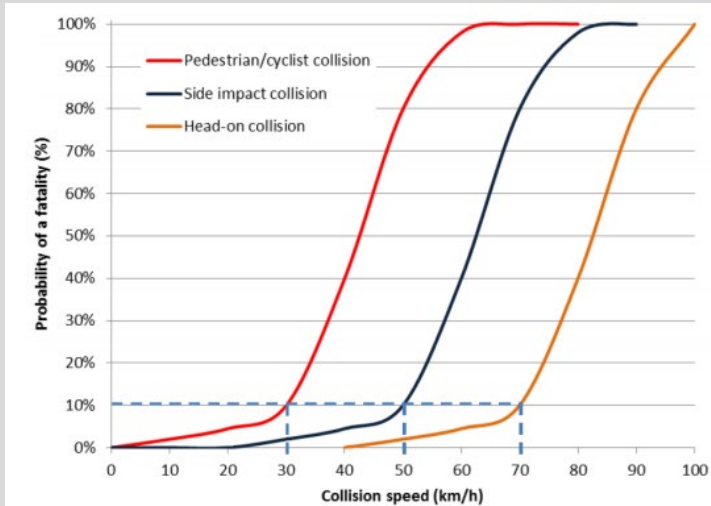
What sort of treatments does the program deliver?

- Wombat crossings.
- Pedestrian crossings.
- Refuge islands.
- Footpaths
- Shared paths.
- On-road bicycle lanes.
- Kerb ramps.
- Motorcyclist protection rails.

Applicants are encouraged to include multiple treatments that best reduce collective road user risk, rather than any single treatment.

About the Programs

Safer Rural Roads Program



Source: Jurewicz, Sobhani et al. (2015) and based on Wramborg (2005)

Program Aims:

- Reduce lane departure crashes on rural roads and lessen the harm for when they do occur.
- Provide an opportunity for local governments to develop and implement low-cost corridor-based infrastructure treatments targeting rural road safety improvements.

Since the SRRP was introduced under the Action Plan, **59 projects** have been approved for funding.

What sort of treatments does the program deliver?

- Advisory/warning signs (including curve advisory speeds).
- Chevron alignment markers (CAMs) to highlight out-of-context curves or curves beyond crests.
- Guide posts and centreline markings.
- Roadside hazard removal and sight line improvements.
- Short road widening segments.
- Short sections of safety barrier to protect against severe hazards.
- Reduced speed limits – complementing treatments and where a lower speed is considered appropriate, even post-implementation.

Treatments are to target road corridors to improve the level of safety across a length of road.



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