

# Our Safety Our Future

Tasmanian Road Safety Strategy 2007-2016



## Progress Report

*to the  
Road Safety Advisory Council  
including progress on the Work Program*

*as at  
30 September 2013*

## Executive Summary

### Executive Summary

Progress on meeting the Tasmanian Road Safety Strategy targets	4
Progress on meeting the MAIB targets	6
Key achievements since last report	7

### Strategic Direction 1 – Safer Travel Speeds

#### Road Safety Levy Funded Projects

Safer Travel Speeds in Shared Urban Spaces Funding Program 2009/10	10
Safer Roads: Non Urban Road Network Strategy Implementation Program	12

#### Road Safety Initiative Funded Projects

Point to Point – Stage 1 (Feasibility)	14
Point to Point – Stage 2 (Implementation)	15

### Strategic Direction 2 – Best Practice Infrastructure

#### Road Safety Levy Funded Projects

Road Safety Levy Funded Infrastructure Maintenance	16
Esk Main Road Shoulder Sealing, Edge Lining and Safety Improvements	17
Safer Roads – Vulnerable Road Users Program	19
East Derwent Highway, Old Beach – Cassidy’s Road to Baskerville Road	21
Implementation of Motorcycle Safety Measures, Collapsible CAMS	
Motorcycle Safety Measure: Shoulder Sealing and Resurfacing Works	23
Midland Highway at Symmons Plains – 2 Plus 1	25
Bass Highway, North of Gannons Hill Road – 2 Plus 1	26
East Derwent Highway and Goodwood Main Road Junction	27
Audible Edge and Centre Lines East Tamar Highway	28
Audible Edge and Centre Bass Highway	29

#### Road Safety Initiative Funded Projects

Local Road Line Marking 2012/13	30
---------------------------------	----

## Executive Summary

### Strategic Direction 3 – Improved Safety for Young Road Users

#### Joint DIER/Road Safety Levy Funded Projects

Graduated Licensing System Review Project 2012/13 31

#### Road Safety Levy Funded Projects

Learner Driver Mentor Program Grant Funding 2012/13; 2013/14 33

### Strategic Direction 4 – Enhanced Vehicle Safety

#### DIER Funded Project

Review of Minimum Safety Standards for Government Vehicle Fleet 34

#### Road Safety Levy Funded Projects

Improving Crashworthiness and Roadworthiness Campaign 35

### Complimentary Initiatives

#### Road Safety Levy Funded Projects

RSAC and TRSS Support 36

Sober Driver Program 37

Community Road Safety Partnerships Awards 39

Driver Mentoring Tasmania Inc 40

Community Road Safety Partnerships 41

**Funding** 42

**Statistics** 45

## Executive Summary

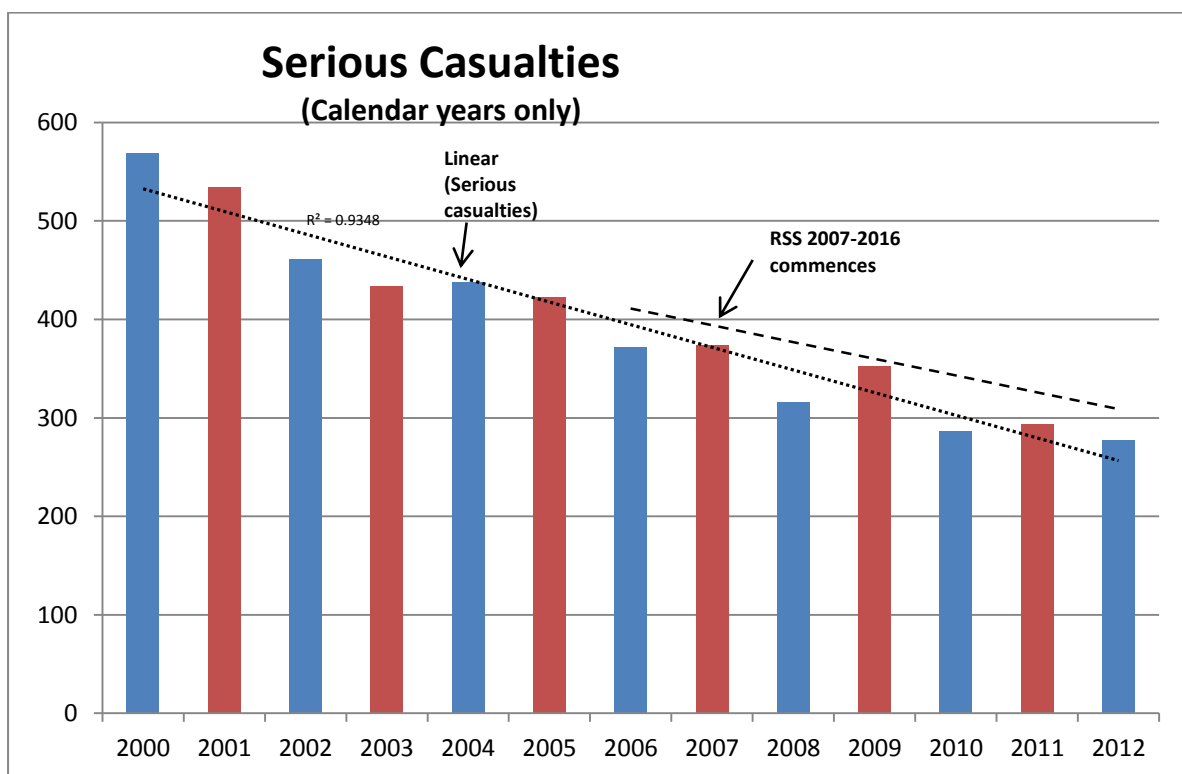
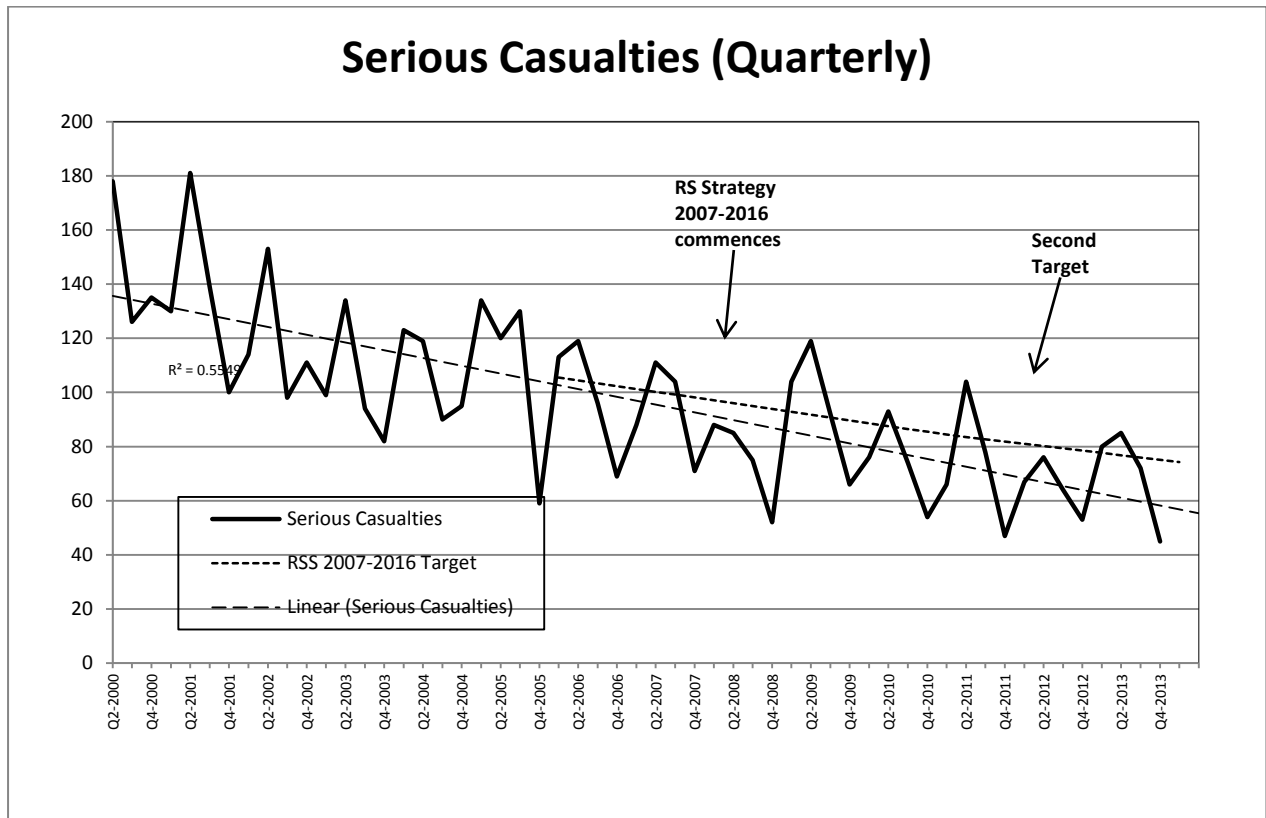
### Progress on meeting the Tasmanian Road Safety Strategy targets

- In order to measure progress in meeting the Tasmanian Road Safety Strategy 2007-2016 targets, and for national comparisons, the data used is as reported by Police at the time of the crash.
- As at 30 September 2013, the number of serious casualties is 209, compared to 193 for the same period in 2012, an 8.3% increase. This is a 7.7% decrease on the five year serious casualties average of 226.4 (2008 – 2012).
- For the 2012 calendar year, there were 32 fatalities on Tasmanian roads compared to 24 fatalities for 2011, a 33.3% increase. This is also a 20.8% decrease on the five year average fatalities of 40.4 (2007 to 2011).
- The table below outlines road crash deaths for individual states and territories for the period 2003 to 2012.

	N.S.W	Vic	Qld	S.A	W.A.	Tas	N.T.	A.C.T.	Aust
Jan-Dec 03	539	330	310	157	180	41	53	11	1621
Jan-Dec 04	510	343	311	139	178	58	35	9	1583
Jan-Dec 05	508	346	330	148	163	51	55	26	1627
Jan-Dec 06	496	337	335	117	200	55	45	13	1598
Jan-Dec 07	435	332	360	124	235	45	58	14	1603
Jan-Dec 08	374	303	328	99	205	39	75	14	1437
Jan-Dec 09	453	290	331	119	190	63	31	12	1489
Jan-Dec 10	405	288	249	118	193	31	49	19	1352
Jan-Dec 11	364	287	269	103	180	24	44	6	1277
Jan-Dec 12	370	279	279	94	185	32	48	12	1299
% Difference Last 12 months	1.6	-2.8	3.7	-8.7	2.8	33.3	9.1	100.0	1.7
Last 10 years	-31.4	-15.5	-10.0	-40.1	2.8	-21.9	-9.4	9.1	-19.9

## Executive Summary

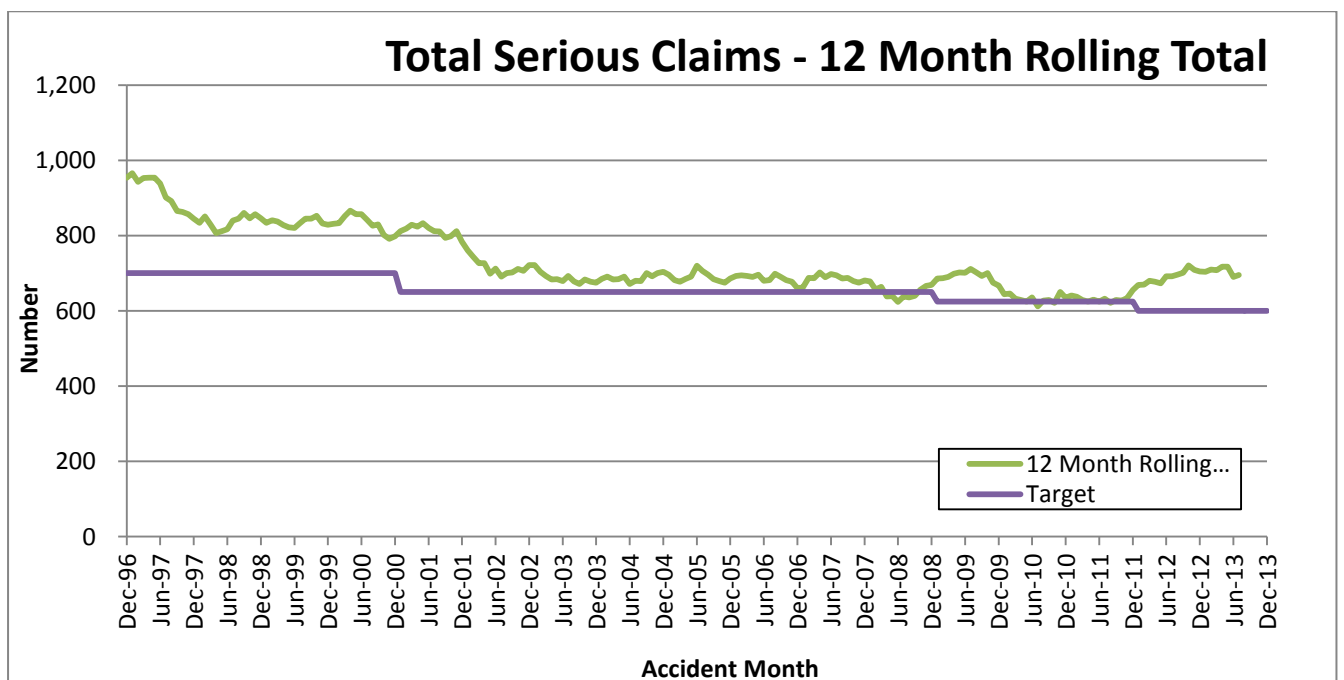
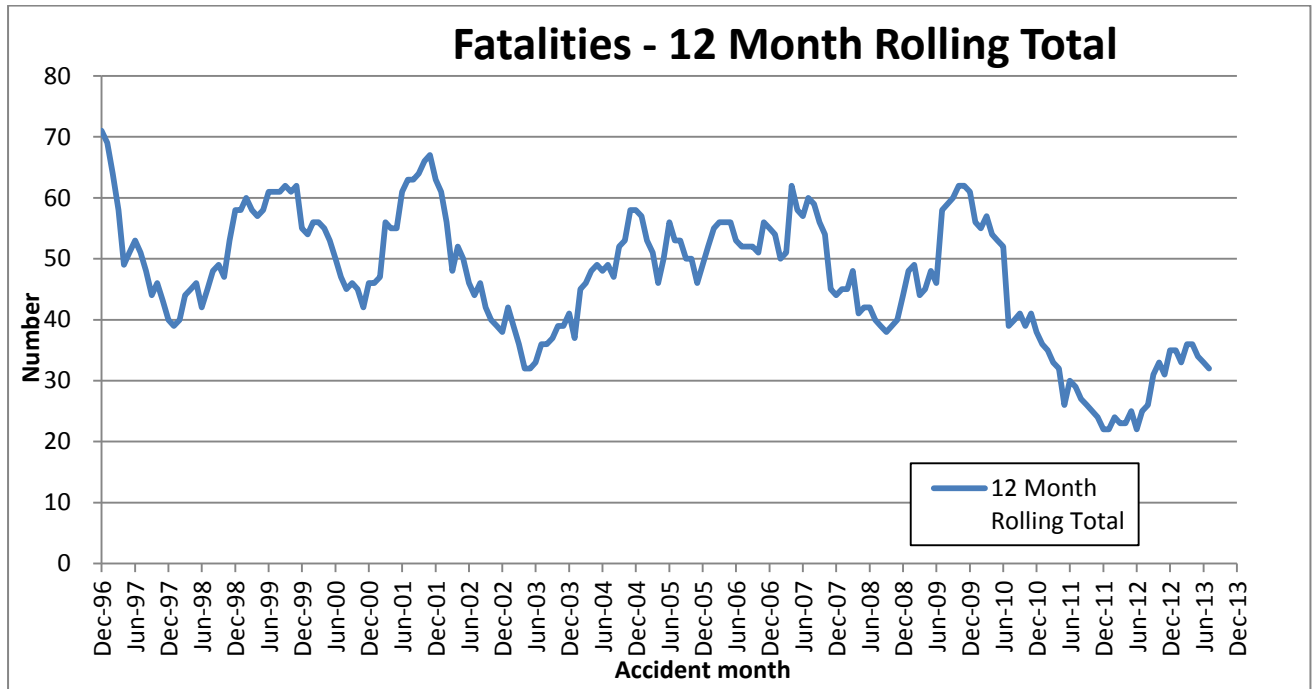
- Despite the significant increase in serious casualties in 2009, Tasmania is still tracking ahead of the Tasmanian Road Safety Strategy long-term target for road safety. The first target of 'by 2010: a 20% reduction in serious injuries and fatalities from 2005' has been reached with a reduction of 30.6%. Progress is indicated on the charts below.



# Executive Summary

## Progress on meeting the MAIB targets

- MAIB injury statistics show the number of fatalities and the level of claims for injuries on our roads. The charts below show that the forecast level of claims for serious injuries is increasing.
- Various claim reduction targets are specified in the Memorandum of Understanding with the Motor Accidents Insurance Board (MAIB). Progress against high level targets is shown below, expressed as 12-month moving totals.
- The 12-month fatality totals at the end of June 2013 are below the target levels while forecast serious injury claims at the end of June 2013 are above the target level.



## Executive Summary

### Key achievements since last report

#### Projects previously completed and removed from Progress Report

- Alcohol Interlocks – commencement and program launch on 31 July 2013.

## Executive Summary

Projects delayed over 12 months *(further detail provided under specific projects)*

### 651510 - Safer Travel Speeds in Shared Urban Spaces Funding Program 2009/10

Scheduled completion date: June 2010  
Forecast completion date: 2013-2014 financial year

#### Reason for delay

Break O'Day Council works are still to be completed.

#### Action taken to address delay

Regular liaison between DIER and Break O'Day Council continues.

### R320004 - East Derwent Highway, Old Beach – Cassidy's Road to Baskerville Road

Scheduled completion date: April 2011  
Forecast completion date: March 2014

#### Reason for delay

Structural integrity issues continue to prove challenging.

#### Action taken to address delay

DIER working with contractor to undertake improvements. Bank protection will be done in 2013-14 summer school holidays to minimise disruption to motorists. Final seal to be undertaken as soon as weather permits.

### R330001/001 – Implementation of Motorcycle Safety Measures, Collapsible CAMS R330001/002 – Motorcycle Safety Measures: Shoulder Sealing and Resurfacing Works

Scheduled completion date: December 2011  
Forecast completion date: November 2013

#### Reason for delay

Curve realignment and final sealing to be done in warmer drier months.

#### Action taken to address delay

DIER officers are progressing this project.



## Executive Summary

Projects with budget variance more than 10% (further detail provided under specific projects)

### Under Budget

#### 65210034/R310015 – Midlands Highway, Symmons Plains – 2 Plus 1

Allocated budget:	\$7,750,000
Forecast expenditure:	\$6,576,000
Underspend:	\$1,174,000 (15%)

#### Reason

Better than expected contract price is expected to see a saving of 15% on the estimated cost for this project.

#### 65210034/R310016 – Bass Highway, North of Gannons Hill – 2 Plus 1

Allocated budget:	\$7,365,000
Forecast expenditure:	\$5,985,000
Underspend:	\$1,380,000 (19%)

#### Reason

Better than expected contract price is expected to see a saving of 19% on the estimated cost for this project.

## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Levy Funded Project

#### 651510 Safer Travel Speeds in Shared Urban Spaces Funding Program 2009/10

##### Description

The State Government will deliver dollar-for-dollar funding with Local Government for speed management and traffic calming measures to provide protection for vulnerable road users including children, pedestrians and cyclists.

Milestone Schedule		Milestone Progress	
Date		Date	
Feb 2009	Submissions for funding sought for 09/10 projects	Feb 2009	Completed
April / June 2009	Submissions assessed for 09/10	June 2009	Completed
May 2009	Submissions for 09/10 projects closed	May 2009	Completed
June 2009	Announcement of successful 09/10 projects	June 2009	Completed
July 2009 / June 2010	Monitoring progress of implementation of 09/10 projects	May 2010	Ongoing
Feb 2010	Submissions for funding sought for 10/11 projects	March 2010	Completed
April / June 2010	Submissions assessed for 10/11	Aug 2010	Completed
June 2010	09/10 projects completed by end of financial year. Funding awarded following a completion audit by DIER	September 2011	BO'D Community meeting held in August some debate about format of project. GTC work almost complete.
June 2012	Projects complete under 2009/10 program	Dec 2011	BO'D Water main installed.
		March 2012	BO'D project stalled, GTC work completed.
		June 2012	GTC work completed. BO'D project no status change.
		Dec 2012	BO'D Council to hold workshop.
April 2013	BO'D to decide proposal	March 2013	Council yet to award contract
August 2013	BO'D to complete construction.	June 2013	Council yet to award contract
August 2013	BO'D to complete construction	Sept 2013	Council has advised project has stalled; decision to proceed will be made spring 2013.

## Strategic Direction 1 – Safer Travel Speeds

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>500,000</b>
Expenditure in 2009/10	132,750	
Expenditure in 2010/11	253,250	
Expenditure in 2011/12	50,000	
Expenditure in 2012/13	0	
Expenditure in 2013/14 to date	0	
<b>Total expenditure to date</b>		<b>436,000</b>
<b>Current Balance</b>		<b>64,000</b>
<b>Forecast total expenditure on completion</b>		<b>436,000</b>
<b>Forecast balance remaining on completion</b>		<b>64,000</b>

## Strategic Direction 1 – Safer Travel Speeds

### 651860 Safer Roads: Non Urban Road Network Strategy Implementation Program

#### Description

In Tasmania, there is a serious crash problem on non-urban roads with a 100km/h speed limit, with more than 40% of serious casualty crashes occurring on these roads. The *Safer Roads: Non-Urban Road Network Strategy* has been developed to address this issue. The Strategy, which is based on Safe System principles, identifies the need to balance infrastructure treatments and speed management measures to improve the overall safety of the non-urban road network. The Strategy builds on recommendations made to the Government by the RSAC and the results of community consultation.

The main focus of the Strategy is on improving, where possible, road and roadside infrastructure, with speed management being utilised as a risk mitigation measure where an infrastructure response is not possible. Independent criteria – the ‘Tasmanian Criteria for 100km/h Roads’ – have been developed to assess whether roads are of a suitable standard to retain a 100km/h speed limit.

It is estimated that more than 100 people over the next six years will be spared serious injury or death when the non-urban speed limit is reduced to 90km/h on those roads that do not meet the Tasmanian criteria.

Milestone Schedule		Milestone Progress	
Date		Date	
February 2013	Assessment of State Road Network against the ‘Tasmanian Criteria’	June 2013	Final Draft - on-site validations completed. Final Draft - Desk top assessments completed.
February 2013	Assessment of nominated Local Government roads against the ‘Tasmanian Criteria’	June 2013	Final Draft - on-site validations completed. Final Draft - Desk top assessments completed.
February 2013	Development of campaign to educate community about reduced non-urban speed limit and new signage	May 2013	Communication Action Plan completed. Brief for engaging a communications consultant completed.
April 2013	Launch of media campaign	TBA	
April 2013	Procurement of new signage	TBA	
May/June 2013	Installation of new signage	TBA	Sign contract development 95% completed, upcoming tasks, confirming procurement strategy and associated processes.
June 2013	Introduction of new speed limits	TBA	May change, depends on progress of critical path tasks.
August 2013	12-month Evaluation	TBA	TBA
June 2013	Amendment to road rules – subordinate legislation	TBA	Currently reviewing approval process to ensure timing of amendment aligns with sign changes.

## Strategic Direction 1 – Safer Travel Speeds

### Status

The *Safer Roads: Non Urban Road Network Strategy* was launched by the Minister for Infrastructure, Hon David O’Byrne MP, on 4 September 2012.

On 19 August 2013, the Minister for Infrastructure announced the default speed limit on non-urban sealed roads would not be reduced from 100 km/h to 90 km/h, instead the Government would continue to roll out a major education campaign and work with local communities and councils to negotiate appropriate speed limits on Tasmanian roads. Speed limits on unsealed roads will be reduced to 80 km/h.

### Current situation

The elements of the Safer Non-Urban Roads Strategy that will continue to be implemented include:

- A reduced default speed limit of 80 km/h for unsealed roads
- Replacement of the end speed limit signs with new signage containing a supplementary road safety message
- A major public education campaign on driving safely on Tasmania’s rural roads, and
- Investment targeted to improving the safety of our 100km/h strategic road network.

DIER will continue to work with local councils to deliver appropriate speed limits on sections of roads within their municipalities. This will only occur when the local council indicates that there is community agreement that the speed limits should be reduced.

A revised program reflecting the changes to the Strategy is currently being developed.

<b>Budget (\$)</b>	
<b>Total allocated budget for project</b>	<b>1,500,000</b>
Expenditure in 2012/13	58,000
Expenditure in 2013/14	40,191
<b>Total expenditure to date</b>	<b>41,149</b>
<b>Current Balance</b>	<b>1,458,851</b>
<b>Forecast total expenditure on completion</b>	<b>1,500,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Initiatives Funded Project

#### 141100 Point-to-Point – Stage 1 (Feasibility)

##### Description

In September 2009, the Premier announced a range of new road safety initiatives, including 'investigation of the feasibility of implementing average speed enforcement on Tasmanian highways'.

Point-to-point systems use Automatic Number Plate Recognition (ANPR) technology to measure the average speed of a vehicle between two points along a route. If the average speed of the vehicle exceeds the speed limit, an infringement notice is issued. Systems are particularly suited to extended lengths of road with a history of serious crashes and speeding. They encourage 99.5% (or more) of drivers to comply with the speed limit and achieve significant reductions in serious casualty crashes within the enforcement zone.

A Business Case investigating the feasibility has been completed and recommends the installation of point-to-point at two sites on Tasmanian Highways (Bass Highway - Gannons Hill to Latrobe, 16 km and the Midland Highway - Oatlands to Ross, 30 km).

Milestone Schedule		Milestone Progress	
Date		Date	
Sept 2010	Feasibility Study (Business Case)	September 2013	100% complete

##### Status

The Business Case included estimated development costs, recurrent costs, crash savings, and a benefit cost ratio (BCR) of 1.89 (P90 costing without infringement revenue included) provided by an external consultant who independently reviewed all costs and risks associated with the project including crash savings and return of investment.

The Business Case has now been approved by the Steering Committee, endorsed by RSAC and provided to the Minister for Infrastructure for his approval. The Minister has also been requested to approve the drafting of a Cabinet Minute to enable Government to approve the preferred option detailed in the Business Case. It is expected to be considered by Cabinet in late October 2013.

Budget	
<b>Total allocated budget for project</b>	<b>50,000</b>
Expenditure in 2007/08	0
Expenditure in 2008/09	0
Expenditure in 2009/10	38,203
Expenditure in 2010/11	11,042
Expenditure in 2011/12	755
<b>Total expenditure to date</b>	<b>50,000</b>
<b>Current Balance</b>	<b>0</b>
<b>Forecast total expenditure on completion</b>	<b>50,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

Funding for this work will now be provided from Stage 2.

## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Initiatives Funded Project

#### 141100 Point to Point – Stage 2 (Implementation) – *Project is subject to Government approval*

##### Description

*Implementation of Point to Point (Average Speed) Enforcement System (subject to business case).*

In September 2009, the Premier announced a range of new road safety initiatives, including ‘investigation of the feasibility of implementing average speed enforcement on Tasmanian highways’.

Point to point systems use Automatic Number Plate Recognition (ANPR) technology to measure the average speed of a vehicle between two points along a route. If the average speed of the vehicle exceeds the speed limit, an infringement notice is issued. Point to point systems are particularly suited to extended lengths of road with a history of serious crashes and speeding. They encourage 99.5% (or more) of drivers to comply with the speed limit and achieve significant reductions in serious casualty crashes within the enforcement zone.

Milestone Schedule		Milestone Progress	
Date		Date	
TBC	Milestones for project development will be set upon completion of the Business Case. Subject to Government Approval.		

Budget			
<b>Total allocated budget for project</b>			<b>1,890,400</b>
Expenditure in 2011/12		50,000	
Expenditure in 2012/13			
Expenditure in 2013/14		6,493	
<b>Total expenditure to date</b>			<b>76,493</b>
<b>Current Balance</b>			<b>1,813,907</b>
<b>Forecast total expenditure on completion</b>			<b>2,535,000</b>
<b>Forecast balance remaining on completion</b>			<b>0</b>

##### Comments

Total budget for Stage 2 (Development) and funding sources TBC, on completion of Business Case.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### 652700 Road Safety Levy Funded Infrastructure Maintenance

##### Description

Maintenance and monitoring of Road Safety Levy funded electronic field devices and systems, including power and communication costs, licence fees and monitoring role (Traffic Control Officer). Funding available until 2014/15 and is \$200,000 per year.

Milestone Schedule		Milestone Progress	
Date		Date	
Feb 2013	Appoint Traffic Control Officer	Jan 2013	Officer commenced
May 2013	Incurring costs ratified	June 2013	None required.
Aug 2013	Incurring costs ratified	Sept 2013	None required.
Nov 2013	Incurring costs ratified		
Feb 2014	Incurring costs ratified		
May 2014	Incurring costs ratified		
Aug 2014	Incurring costs ratified		
Nov 2014	Incurring costs ratified		
Feb 2015	Incurring costs ratified		
May 2015	Incurring costs ratified		
Aug 2015	Incurring costs ratified		

Budget (\$)		
<b>Total allocated budget for project</b>		<b>600,000</b>
Expenditure in 2012/13	30,643	
Expenditure in 2013/14 to date	18,311	
Expenditure in 2014/15		
<b>Total expenditure to date</b>		<b>48,954</b>
<b>Current Balance</b>		<b>551,046</b>
<b>Forecast total expenditure on completion</b>		<b>600,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

Expenditure to date is for the Traffic Control Officer's salary. The Strategy Oversight Committee will ratify any other payments on a quarterly basis.



## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### 652702 Esk Main Road Shoulder Sealing, Edge Lining and Safety Improvements

##### Description

Esk Main Road is the principal route to the East Coast from the Midland Highway and is a significant collector, carrying freight and commuters between regional communities.

The lack of sealed shoulders along sections of the Esk Main Road is a recognised deficiency in the State Arterial Road Network and is the highest priority road for shoulder sealing. Crash analysis for the 20 km section of the highway between Midland Highway and west of Avoca indicates that off-road-on-curve is the major crash type occurring along the road and is resulting in a high injury rate of 60%.

Works to be undertaken include shoulder sealing, provision of edge lines and safety improvements. These works will be undertaken in two stages.

Stage 1: Develop a method-based contract, instead of standard detail design contract, over a 3.6km section of the Esk Main Road from the junction with the Midland Highway. Work for Stage 1 will be undertaken through a variation to an existing contract for Esk Main Road improvements, awarded under the Community Roads Program.

Stage 2: Successful methodology applied in Stage 1 will enable shoulder sealing to be delivered more efficiently and cost effectively between Midland Highway and Avoca

Milestone Schedule		Milestone Progress	
Date		Date	
<b>Stage 1</b>			
Dec 2012	Award contract	Dec 2012	Variation to existing contract.
Feb 2013	Undertake geotechnical tests	March 2013	Geotechnical tests and report completed.
Apr 2013	Commence works on 3.6km section		
Jun 2013	Complete works on 3.6km section	Sept 2013	Initial works completed. Final seal of section to be completed in 2013-2014 construction period.
<b>Stage 2</b>			
Oct 2013	Award contract		
Jan 2014	Commence works		
Jun 2014	Complete works		

##### Status

Shoulder widening and sealing work along 3.6km section under Stage 1 was completed in August. A final seal for this section will be completed in the 2013-14 construction period. Scoping for Stage 2 will be undertaken in autumn 2014.

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>8,500,000</b>
Expenditure in 2012/13	208,386	
Expenditure in 2013/14 to date	530,091	
<b>Total expenditure to date</b>		<b>738,477</b>
<b>Current Balance</b>		<b>7,761,523</b>
<b>Forecast total expenditure on completion</b>		<b>8,500,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

Stage 1 budget is \$1,000,000 and stage 2 budget is \$7,500,000.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### 652270 Safer Roads: Vulnerable Road User Program

##### Description

The Safer Roads: Vulnerable Road User Program has been developed to improve the overall safety of vulnerable road users by minimising the opportunities for conflict between them and motor vehicles. The aim of the program is to reduce serious road crashes involving vulnerable road users. For the purposes of the program vulnerable road users include pedestrians, cyclists and motorcyclists.

The State Government has allocated \$500,000 per annum from the road safety levy for the program. However, due to the roll over of funds, there will be a total of \$1.5 million available for projects in the 2013/2014 and 2014/2015 financial years. Funds will be awarded to support Local Government Councils to implement road infrastructure treatments aimed at reducing serious road crashes involving vulnerable road users.

Milestone Schedule		Milestone Progress	
Date		Date	
March 2013	Seek Ministerial approval for program	March 2013	Completed
April 2013	Submissions for funding invited	April 2013	Completed
June 2013	Assessment of submissions and recommendations made to Program Steering Committee	July 2013	Completed
June 2013	Successful projects for 2013/2014 financial year announced	30 July 2013	Announced 11 August 2013
July 2013	Commencement of projects for 2013/14 financial year	Sept 2013	Many projects are to be underway during October-December reporting quarter.
February 2014	New round of submissions & assessment for projects commencing in financial year 2014/15		
May 2014	Assessment of submissions and recommendations made to Program Steering Committee		
June 2014	Projects for the 2013/14 financial year to be completed		
June 2014	Successful projects for 2014/2015 financial year announced		
December 2014	Final funding provided by State Government for 2013/14 projects after completion audit		
June 2015	Projects for the 2014/15 financial year to be completed		
December 2015	Final funding provided by State Government for 2014/15 projects after completion audit		

## Strategic Direction 2 – Best Practice Infrastructure

### Status

Councils are submitting detailed plans and work schedules to DIER. DIER is providing approval within two weeks of receipt. It is anticipated that a number of projects will be underway in the October-December reporting quarter.

The Launceston City Council advised DIER that at their September meeting Council voted not to support the two nominated projects for electronic speed limit signs in pedestrian zones. DIER had advised LCC that the cost estimates put forward in the submission were significant under-estimates.

<b>Budget (\$)</b>	
<b>Total allocated budget for project</b>	<b>1,500,000</b>
Expenditure in 2012/13	0
Expenditure in 2013/14	0
Expenditure in 2014/15	0
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>1,500,000</b>
<b>Forecast total expenditure on completion</b>	<b>1,500,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

### Comments

Total amount of funding allocated in first round is \$897,300.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R320004 East Derwent Highway, Old Beach – Cassidy’s Road to Baskerville Road

##### Description

The ‘safe system’ approach aims to create safer roadsides to compensate for driver error, using infrastructure improvements. This project will consist of approximately 1.3km of shoulder sealing and the addition of three dedicated right turn lanes at junctions to reduce intersection crashes and reduction of the severity of the S-curve near Cassidy’s Road junction.

At this site there were 29 crashes over a five year period (15 casualty crashes; 14 property damage crashes). These occurred in three clusters:

- Nine loss-of-control crashes (three casualty) on the S-curve near Cassidy’s Road.
- Seven loss-of-control crashes (three casualty) on the bend at Melane Road.
- Three casualty crashes resulting from loss-of-control and five crashes (three casualty) at the Baskerville Road junction.

Shoulder sealing reduces run-off-road crashes by 30% and head on crashes by 15 %. Dedicated right turn lanes at junctions reduces rear-end collisions by 60%. Reducing the severity of curves and hence reducing run-off-road crashes by 60%.

Milestone Schedule		Milestone Progress	
Date		Date	
Oct/early Nov 2010	Tender Award	Jan 2011	Awarded February 2011
Dec 2010	Commence Works	Jan 2011	Commenced March 2011
April 2011	Complete Works	Sept 2011	Work suspended due to weather and settlement.
Summer 2011/12	Final Seal	Dec 2011	Monitoring land settlement. Interim works planned.
		March 2012	Interim reseal of existing road completed.
		Dec 2012	Work to be finalised
June 2013	All work completed.	March 2013	Major improvements complete. Minor works still to be completed.
June 2013	All work completed.	June 2013	Major improvements complete. Minor works still to be completed.
June 2013	All work completed.	Sept 2013	Major improvements complete. Minor works still to be completed.

##### Status

Improvements to bus bays and pedestrian waiting areas have been completed. A final seal will be done before Christmas 2013. Battering of the bank along the pavement will be undertaken during the 2013-14 summer school holidays to minimise impact on motorists.

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>2,000,000</b>
Expenditure in 2008/09	151,543	
Expenditure in 2009/10	91,162	
Expenditure in 2010/11	1,002,227	
Expenditure in 2011/12	90,541	
Expenditure in 2012/13	254,946	
Expenditure in 2013/14 to date	23,127	
<b>Total expenditure to date</b>		<b>1,613,546</b>
<b>Current Balance</b>		<b>386,454</b>
<b>Forecast total expenditure on completion</b>		<b>2,000,000</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R330001/001 Implementation of Motorcycle Safety Measures, Collapsible CAMS

#### R330001/002 Motorcycle Safety Measures: Shoulder Sealing and Resurfacing Works

#### Description

The project is to treat locations where loose gravel on the road increases the risk of motorcyclists losing control. The sites were selected by using the Crash Data Manager computer system to identify locations where motorcycle run-off-road crashes have been reported and there are issues with gravel on the road.

Three sites were identified for the installation of advance warning signs. Another three sites were identified for shoulder sealing, to reduce the likelihood of gravel ending up on the road; and for collapsible Constrained Alignment Markers (CAMs) to be installed.

Sealing works to reduce the risk of gravel on the road are expected to reduce motorcycle loss-of-control crashes by 30%. Warning signs are expected to achieve a 10% reduction.

Milestone Schedule		Milestone Progress	
Date		Date	
Sept 2011	Award Tender for Warning Signage	Sept 2011	Tenders advertised.
Oct 2011	Commence Works to Install Warning Signs	Oct 2011	Tender closed
Dec 2011	Warning Signs Installed	Nov 2011	All signs installed.
Sept 2011	Award Tender for Collapsible CAMs	Dec 2011	Using DIER maintenance contract
Oct 2011	Commence Works to Install Collapsible CAMS and re-seal shoulders	Dec 2011	Commenced
Dec 2011	Collapsible CAMs installed and shoulders re-sealed.	Dec 2011	Expected early 2012
		March 2012	Project delayed.
		June 2012	Warning signs installed.
		Dec 2012	Expected completion June 2013.
		Mar 2013	Final seal to be undertaken spring 2013.
		June 2013	Final seal to be undertaken spring 2013.
		Sept 2013	Final seal to be undertaken spring 2013.

#### Status

Final seal to be undertaken spring 2013.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>296,340</b>
Expenditure in 2011/12	0	
Expenditure in 2012/13	254,223	
Expenditure in 2013/14 to date	6,224	
<b>Total expenditure to date</b>		<b>260,447</b>

## Strategic Direction 2 – Best Practice Infrastructure

<b>Current Balance</b>		<b>35,893</b>
<b>Forecast total expenditure on completion</b>		<b>296,340</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>



## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R310015 Midland Highway at Symmons Plains - 2 Plus 1

##### Description

Detailed design and construction to widen the carriageway and provide two lanes in one direction and one lane in the other direction, separated by a painted median with wire rope safety fencing.

Milestone Schedule		Milestone Progress	
Date		Date	
July 2012	Detailed design report to be received from engineering consultants	December 2011	Consultant engaged
July 2012	Detailed design report to be received from engineering consultants	March 2012	DA lodged with Northern Midlands Council.
July 2012	Detailed design report to be received from engineering consultants	June 2012	Detailed design report on track.
August 2012	Tender process for construction phase	Sept 2012	Tender process ongoing.
October 2012	Award tender	Dec 2012	Tender awarded.
December 2012	Commence works	Dec 2012	Works to commence early 2013.
December 2014	Complete works	March 2013	Work commenced late February.
		June 2013	Ongoing
		Sept 2013	Ongoing

##### Status

Reconstruction of Poorman's Bridge is complete. Due to extremely wet weather the short section of road on the bridge could not be sealed and remains gravel with a speed limit of 60 km/h. Sealing will be undertaken as soon as the weather permits.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>7,750,000</b>
Expenditure in 2011/12	326,455	
Expenditure in 2012/13	2,109,831	
Expenditure in 2013/14 to date	1,230,859	
<b>Total expenditure to date</b>		<b>3,667,145</b>
<b>Current Balance</b>		<b>4,082,855</b>
<b>Forecast total expenditure on completion</b>		<b>6,576,000</b>
<b>Forecast balance remaining on completion</b>		<b>1,174,000</b>

##### Comments

Projected project savings are on track.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R310016 Bass Highway, North of Gannons Hill Road - 2 Plus 1

##### Description

Detailed design and construction to widen the carriageway and provide two lanes in one direction and one lane in the other direction, separated by a painted median with wire rope safety fencing.

Milestone Schedule		Milestone Progress	
Date		Date	
July 2012	Detailed design report to be received from engineering consultants	December 2011	Consultant engaged
July 2012	Detailed design report to be received from engineering consultants	March 2012	DA lodged with Meander Valley Council.
July 2012	Detailed design report to be received from engineering consultants	June 2012	Detailed design work on track.
August 2012	Tender process for construction phase	Sept 2012	Tender advertised 29 September 2012.
October 2012	Award tender	Dec 2012	Tender awarded.
November 2012	Commence works	March 2013	Work commenced early January 2013.
December 2013	Complete works	June 2013	Work stopped due to weather.
December 2013	Complete works	Sept 2013	Work to resume in October.

##### Status

Works to resume in October after winter period.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>7,365,000</b>
Expenditure in 2011/12	231,539	
Expenditure in 2012/13	4,042,978	
Expenditure in 2013/14 to date	141,113	
<b>Total expenditure to date</b>		<b>4,415,630</b>
<b>Current Balance</b>		<b>2,949,370</b>
<b>Forecast total expenditure on completion</b>		<b>5,985,000</b>
<b>Forecast balance remaining on completion</b>		<b>1,380,000</b>

##### Comments

Projected project savings are on track.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### 652701 East Derwent Highway and Goodwood Main Road Junction

##### Description

The current intersection at the East Derwent Highway and Goodwood Main Road junction has a significant crash history. Crashes around this intersection typically involve drivers failing to allow a safe gap when making right turns from the East Derwent Highway southbound. Crash data shows that this junction has more 'right near' crashes than any other intersection in Tasmania.

A preliminary design report for the addition of a new slip lane was delivered by the consultant engineers at the end of February 2013. This preliminary work was funded by the 'Safer Roads' Program.

The Road Safety Levy is funding the Detailed Design phase for the new slip lane and other improvements to the junction.

Milestone Schedule		Milestone Progress	
Date		Date	
April 2013	Consultants to begin work on detailed design plans.	March 2013	Start date on track.
June 2013	Detailed design report to be received from engineering consultants	June 2013	Detailed design documents will be delivered to DIER October 2013.
August 2013	Tender documents to be provided by consultant ready for open tender in spring 2013.	Sept 2013	Tender documents will be delivered to DIER October 2013.

##### Status

Detailed design and tender documents will be delivered to DIER October 2013.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>100,000</b>
Expenditure in 2012/13	37,988	
Expenditure in 2013/14 to date	33,434	
<b>Total expenditure</b>		<b>71,422</b>
<b>Current Balance</b>		<b>28,578</b>
<b>Forecast total expenditure on completion</b>		<b>100,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R310024 Audible Edge and Centre Lines East Tamar Highway

##### Description

The East Tamar Highway forms part of the National Highway and is one of Tasmania's 'High Productivity Vehicle' routes connecting Launceston to the port of Bell Bay and George Town.

In 2010-2011 the Australian Government funded the construction of the Dilston Bypass; construction works included the provision of audible edge lines and standard lane lines with RRPMS.

Some sections of the East Tamar Highway have had audible edge and centre lines installed in previous years, resulting in an *ad hoc* approach to line marking along this important HPV route. The majority of the audible line markings previously installed are now due for replacement.

This project will result in a consistent 'Safe System' approach to line marking for the entire length of the East Tamar Highway from Launceston to George Town.

Single vehicle loss of control (off-straight and off-curve) road crashes make-up 44% of all fatal crashes in the State. It is expected that providing audible edge and centre lines with RRPMS, will significantly reduce the incidence of this type of crash on the East Tamar Highway.

Milestone Schedule		Milestone Progress	
Date		Date	
September 2013	Complete scoping work.	Sept 2013	Scoping completed.
March 2014	Majority of audible lines and RRPMS installed.	March 2014	
June 2014	Project completed	June 2014	

Budget (\$)	
<b>Total allocated budget for project</b>	<b>1,100,000</b>
Expenditure in 2013/14 to date	0
<b>Total expenditure</b>	<b>0</b>
<b>Current Balance</b>	<b>0</b>
<b>Forecast total expenditure on completion</b>	<b>1,100,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R310023 Audible Edge and Centre Lines Bass Highway

##### Description

The Bass Highway forms part of the National Highway and is one of Tasmania's 'High Productivity Vehicle' routes connecting Launceston to the North West Coast.

The Road Safety Levy funded the installation of audible edge and centre lines along the undivided sections of the Highway in 2012. Two divided sections of the Highway along the Westbury / Hagley Bypass, have pre-existing audible edge lines.

This project will result in a consistent 'Safe System' approach to line marking for the Launceston to Burnie section of the Bass Highway.

Single vehicle loss of control (off-straight and off-curve) road crashes make-up 44% of all fatal crashes in the State. It is expected that providing audible edge and centre lines will significantly reduce the incidence of this type of crash on the Bass Highway.

Milestone Schedule		Milestone Progress	
Date		Date	
September 2013	Complete scoping work.	Sept 2013	Scoping completed.
March 2014	Majority of audible lines and RRPMs installed.	March 2014	
June 2014	Project completed	June 2014	

Budget (\$)	
<b>Total allocated budget for project</b>	<b>2,400,000</b>
Expenditure in 2013/14 to date	0
<b>Total expenditure</b>	<b>0</b>
<b>Current Balance</b>	<b>0</b>
<b>Forecast total expenditure on completion</b>	<b>2,400,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Initiatives Funded Project

#### 156040 /156045 Local Road Line Marking 2012/13

##### Description

DIER has historically assumed responsibility for maintenance of line marking on local roads. Recurrent DIER funding of about \$310,000 pa has been allocated for the task. This has been used to maintain existing lines as far as possible but has been insufficient to enhance traffic safety outcomes.

To achieve enhanced traffic safety outcomes ongoing improved line marking is a cost effective and ongoing strategy. DIER will use the additional \$500,000 pa of road safety initiatives funding to improve line marking by:

- Increasing use of long life materials in urban areas.
- Repainting waterborne painted lines on a more frequent basis in rural areas (approximately one third of funding).
- The balance will be directed toward work involving thermoplastic materials.
- In urban areas the majority of work will involve replacement of painted pavement markings with thermoplastic pavement markings.
- Thermoplastic pavement marking in urban areas will typically be packaged by geographic area eg. by suburb, town or portion of a city.

##### Milestone Schedule

Ongoing

##### Budget (\$)

<b>Total allocated budget for year 2013/14</b>		<b>794,000</b>
Expenditure 2013/14 to date	240,014	
<b>Total expenditure to date</b>		<b>240,014</b>
<b>Current Balance</b>		<b>553,986</b>
<b>Forecast total expenditure on completion</b>		<b>794,000</b>
<b>Balance remaining on completion</b>		<b>0</b>

##### Budget

The budget allocation for the 2013-14 year is \$387,000 for local line marking in the north; and \$407,000 for local line marking in the south.

## Strategic Direction 3 – Improved Safety for Young Road Users

### Joint DIER/Road Safety Levy Funded Project

#### 653500 Graduated Licensing System (GLS) Review Project 2012/2013

##### Description

To evaluate the 2008/2009 reforms to the Tasmanian Graduated Licensing System and identify further potential reforms.

The reforms aimed to increase the experience and skills of car learner drivers in a safe, supervised environment and to better prepare them for the challenge and risks of solo driving.

Reforms included:

- Increasing the minimum learner period from 6 to 12 months, and
- Introduction of a two stage learner period, including a minimum 3 month L1 stage, followed by a practical driving assessment and a minimum 9 month L2 stage (requiring a minimum of 50 supervised hours) followed by a second practical driving assessment.

The review will also investigate current 'best practice' by examining other jurisdictions' graduated licensing systems such as curfews (night driving restrictions), vehicle power restrictions, passenger restrictions, increased minimum driving hours and mobile and other technology restrictions.

Milestone Schedule		Milestone Progress	
Date		Date	
April 2012	Finalise project scope	June 2012	Completed
January 2013	Request for Quotation (RFQ) for consultancy services	March 2013	Completed - ARRB Group Pty Ltd selected and commenced work.
January 2013	Development of guiding papers for major topics/issues	March 2013	In progress, delayed due to finalisation of preliminary evaluation and data analysis.
March 2013	Develop and outline consultation process	March 2013	Stakeholder Management Plan developed to identify public consultation and key stakeholder engagement.
June/July 2013	Final report for preliminary evaluation of licence, crash and offence data analysis	September/October 2013	Significant amendments have been required to the draft ARRB report due to its complexity, length and focus. This has delayed the finalisation of the report which is now expected in early October.
September 2013	Community consultation and stakeholder engagement based on discussion paper/interim report	Late 2013/early 2014	Funding has been approved from the Road Safety Levy to engage an external consultant to progress the Community consultation phase scheduled for late 2013. Delays in the finalisation of the ARRB report are likely to result in community consultation

## Strategic Direction 3 – Improved Safety for Young Road Users

			being unable to occur until late 2013/early 2014.
January 2014	Discussion paper/interim report.	November/December 2013	The outcomes from the data analysis will inform the discussion paper/interim report. This and the ARRB report will be placed on DIER's website to provide the community with an update on the GLS Review.
April 2014	Submit recommendations to Government		

### Status

Significant delays have been experienced with the finalisation of the report by ARRB Group. This has impacted on a number of project milestones. The outcomes and recommendations of the ARRB report will form the basis for finalising any recommended changes to the current GLS.

The communication plan has been modified pending the outcome of the ARRB report as this may directly impact on the key messages communicated and the type of communication appropriate for the Project.

Budget	
<b>Total allocated budget for project per annum</b>	<b>80,000</b>
Expenditure in 2012/13	10,000
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>70,000</b>
<b>Forecast total expenditure on completion</b>	<b>70,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

### Comments

The Project administration is currently funded internally by the Department. The budget allocated is for the data evaluation and analysis and to engage an external consultant to progress the community consultation phase (funded from the Road Safety Levy).



## Strategic Direction 3 – Improved Safety for Young Road Users

### Road Safety Levy Funded Project

#### 653300 Learner Driver Mentor Programs Grant Funding 2012/13; 2013/14

##### Description

Road Safety Levy funding has been used to conduct a Grant Funding program to assist the establishment and development of Learner Driver Mentor Programs (LDMPs). An allocation of \$200,000 was offered to community organisations in 2012/13 for the establishment and/or consolidation or expansion of LDMPs. Two categories of funding were made available:

- Category 1 - Establishment of a new LDMP, or one which has been in operation for less than six months. Eligible applicants received up to \$25,000.
- Category 2 - Consolidation or expansion of an existing LDMP. Eligible applicants received up to \$20,000.

A further \$100,000 will be offered in 2013/14.

Milestone Schedule		Milestone Progress	
Date		Date	
Oct 2012	LDMP Grants advertised	Oct 2012	Completed
Nov 2012	Grant applications closed	Nov 2011	Completed
Nov 2012	Selection Panel convened and assessments conducted	Dec 2012	Completed
Dec 2012	Applicants notified	Dec 2012	Completed
Jan 2013	Grant deeds established with successful applicants	Feb 2013	Completed
July 2013	Six month interim progress reports completed by participating LDMP organizations.	Sept 2013	Six month interim reports have been received and will be evaluated in October.
July 2013	2013/14 LDMP Grant program to commence – timelines for program to be scheduled early in 2013.	Jan 2014	2013/14 Grant program to be rescheduled to early 2014.

##### Status

The 2012/13 LDMP Grant program is on schedule. A total of 20 applications were received of which 12 applications were approved for funding. Four newly established LDMPs and 8 existing LDMPs received funding. Deeds were established with all funded LDMPs and six monthly progress reports will be analysed in October 2013. The second round of funding (\$100,000) will be offered early in 2014.

Budget		
<b>Total allocated budget for project</b>		<b>300,000</b>
Expenditure in 2012/13	200,000	
Expenditure in 2013/14	100,000	
<b>Total expenditure to date</b>		<b>200,000</b>
<b>Current Balance</b>		<b>100,000</b>
<b>Forecast total expenditure on completion</b>		<b>300,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 4 – Enhanced Vehicle Safety

### DIER Funded Project

#### 654100 Review of Minimum Safety Standards for the Government Vehicle Fleet

##### Description

To undertake a review of the existing minimum safety standards for the Government vehicle fleet and to assess whether any amendments should be made to this policy to improve the overall safety of the Government fleet. This includes reviewing the minimum ANCAP star rating and mandatory safety features and optional safety features included in the current policy. This review will include a quantification of the financial impacts on the Government from amending the existing policy.

Improving the safety standard of the Government Vehicle Fleet will offer significant benefits to the broader Tasmanian community as many vehicles originally sold as Government Fleet Vehicles are later passed on to other road users through the second hand car market.

Milestone Schedule		Milestone Progress	
Date		Date	
October 2011	Scoping and development of project business plan.	May 2012	Completed
July 2012	Analysis of Current Government Fleet Safety Standard	June 2012	Completed
August 2012	Assessment of Impact on Government Fleet of Increasing ANCAP Ratings and Mandatory Safety Features	Sept 2012	Completed
November 2012	Policy paper provided to RSAC	Nov 2012	Completed
February 2013	Cabinet Minute		In progress
May 2013	Introduction (subject to Cabinet approval) of new fleet safety policy	January 2013	

##### Status

At its last meeting the RSAC agreed to recommendations to increase the minimum safety rating for Government vehicles including increasing the ANCAP rating for passenger vehicles to 5 stars and also increasing the number of mandatory safety features for both passenger and commercial vehicles. Interagency consultation on the proposed Cabinet Minute has been undertaken and amendments are being made with final recommendations to be made to Cabinet shortly. The proposed start date for the amended policy is January 2014.

##### Budget

Project funded by DIER

## Strategic Direction 4 – Enhanced Vehicle Safety

### Road Safety Levy Funded Project

#### 654600 Improving Crashworthiness and Roadworthiness Campaign

##### Description

To implement a package of measures that seek to improve the crashworthiness and roadworthiness of the Tasmanian vehicle fleet.

Crashworthiness refers to the ability of a vehicle and its components to reduce the incidence and severity of crashes. The Campaign will package a number of informative resources and make them readily available to improve consumer decision making when purchasing a vehicle (new and used), with the aim of consumers purchasing the safest vehicle possible.

Roadworthiness and proper maintenance of vehicles also contribute to vehicle safety. Supporting drivers to understand and be able to properly maintain their vehicle will improve roadworthiness.

Milestone Schedule		Milestone Progress	
Date		Date	
<b>March 2013</b>	Submission for funding sought	June 2013	Completed
<b>March 2013</b>	Project Manager engaged	June 2013	Completed
<b>April 2013</b>	Communication plan drafted	June 2013	Completed
<b>April 2013</b>	Minute to Minister informing of Campaign	June 2013	Signed by Minister 2 June 2013
<b>September 2013</b>	Public announcement of phase 1 program activities	Late October 2013	In progress
<b>March 2014</b>	Phase 2 review, including market research		

##### Status

The project is to be delivered in two phases. Communication materials including brochures and websites have been developed as part of phase 1. Through the active distribution and promotion of these communication materials, the campaign aims to increase the public's awareness of the importance of buying the safest vehicle possible and for car owners to undertake regular maintenance checks of their cars. This will improve the crashworthiness and roadworthiness of vehicles in Tasmania.

Phase 2 will identify potential future actions including market research to investigate ways to encourage young drivers to drive safer vehicles and a review of the crashworthiness campaign. In particular, ensuring continual promotion of the ANCAP 5 star rated vehicle program through the car industry.

Budget	
<b>Total allocated budget for project per annum</b>	<b>40,000</b>
Expenditure in 2012/13	2,460
Expenditure in 2013/14	5,408.18
<b>Total expenditure to date</b>	<b>7868.18</b>
<b>Current Balance</b>	<b>32131.18</b>
<b>Forecast total expenditure on completion</b>	<b>34,450</b>
<b>Forecast balance remaining on completion</b>	<b>5,550</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655300 RSAC and TRSS Support

##### Description

Road Safety Levy funding was approved for two positions to assist with the co-ordination and implementation of projects delivered under the Tasmanian Road Safety Strategy, for the life of the levy. One position is within Land Transport Safety Policy and one within Traffic Engineering Branch.

This funding also supports the costs for operation of the Road Safety Advisory Council, including sitting fees for the Chair and expert advice to the Council.

##### Milestone Schedule

Ongoing

##### Status

Support of the RSAC and Tasmanian Road Safety Strategy projects is ongoing.

##### Budget

<b>Total allocated budget for project</b>	<b>N/A</b>
Expenditure in 2007/08	95,017
Expenditure in 2008/09	121,411
Expenditure in 2009/10	287,119
Expenditure in 2010/11	379,972
Expenditure in 2011/12	384,448
Expenditure in 2012/13	204,448
Expenditure in 2013/14	69,410
<b>Total expenditure to date</b>	<b>1,541,825</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655810 Sober Driver Program

##### Description

Funding for 12 months to address the current backlog of offenders on the waitlist for the Sober Driver Program facilitated by Community Corrections and to provide additional Sober Driver Programs until the Alcohol Interlock System commences.

Milestone Schedule		Milestone Progress	
Date		Date	
February 2013	Undertake additional facilitator training for current staff	February 2013	Completed
March 2013	Identify staff to undertake after hours SDP throughout the state	March 2013	Completed
March 2013	Finalise Statements of Duty for SDP facilitators	March 2013	Completed
March 2013	Commence 2 x SDP (business hours) in southern region*	March 2013	Completed
March 2013	Complete 1 x SDP (condensed program) in Bridgewater office**	March 2013	Completed
April 2013	Advertise SDP Facilitator positions in north and north-west regions	April 2013	Completed
May 2013	Appoint SDP Facilitators North/NW	July 2013	Completed
May 2013	Commence 2 x SDP (after hours) in southern region	May 2013	Completed
May 2013	Complete 2 x SDP (business hours) southern region	July 2013	3 programs completed
May 2013	Commence 1 x SDP (condensed program) in Sorell/Bridgewater	October 2013	Commenced
May 2013	Complete 1 x SDP (after hours, condensed program) southern region	July 2013	2 programs completed
June 2013	Undertake facilitator training for new staff	September 2013	Completed
June 2013	Complete 1 x SDP (condensed program) Sorell	October 2013	Commenced
July 2013	Complete 1 x SDP (after hours, 9 week program) southern region	July 2013	Completed

##### Status

There are currently (October, 2013) three programs underway across the State (Bridgewater, Sorell and Launceston). The waitlist in the south has reduced to 61 offenders, with a further 17 graduations in the South since July 2013. The waitlist in the north-west and north have been reviewed and programs have been scheduled up until January 31<sup>st</sup> to address the waitlist. The figures for these regions have not been reported as they currently include numbers for both waitlists and new referrals and therefore are not an accurate indication of the waitlist. It is estimated that three programs will be needed for the North West and 4 – 5 for Launceston, one of which due to complete in the first week of November. An additional Sober Driver facilitator has been appointed

## Strategic Direction 5 – Complementary Initiatives

for the North and North West regions. This facilitator, along with a further five N/NW staff were trained in Sober Driver Program in September, 2013.

SDP in those regions will be rolled out.

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>\$180,000</b>
Expenditure in 2011/12		
Expenditure in 2012/13 to date	\$39,634.33	
<b>Total expenditure to date</b>		<b>\$39,634.33</b>
<b>Forecast total expenditure on completion</b>		<b>\$180,000</b>
<b>Forecast balance remaining on completion</b>		<b>Nil</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655820 Community Road Safety Partnership (CRSP) Awards

##### Description

As part of the Decade of Action on Road Safety and to celebrate CRSP's tenth year of operation Community Road Safety Awards will be introduced to:

- Recognise the contribution to road safety made at the community level
- Promote and develop 'grassroots' projects as being a valued part of the road safety effort
- Bring together community to celebrate success
- Further develop and educate communities in the delivery of effective road safety programs and interventions.

Milestone Schedule		Milestone Progress	
Date		Date	
March 2013	Circulate Awards Information and promotional material	Feb 2013	Completed
April 2013	Official Media Launch of Awards Program	April 2013	Completed
September 2013	Closing Date of Submissions	Sept 2013	Completed
October 2013	Judging of Submissions		
November 2013	Presentation of Awards		

##### Status

Award entries were received in September. Assessment Panel will assess entries in October and an Awards ceremony will be held at Blundstone Arena on Friday 22<sup>nd</sup> November.

Budget		
<b>Total allocated budget for project</b>		<b>15,000</b>
Expenditure in 2012/13	0	
<b>Total expenditure to date</b>		<b>0</b>
<b>Current Balance</b>		<b>15,000</b>
<b>Forecast total expenditure on completion</b>		<b>15,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655800 Driver Mentoring Tasmania Inc

##### Description

Driver Mentoring Tasmania Inc (DMT), the peak body representing Learner Driver Mentor Programs (LDMPs) in Tasmania, has received Road Safety Levy funding to continue the role of the state-wide coordinator for a further 18 months.

This funding initiative directly complements the 2012-14 LDMP Grant Funding program which is also supported by the Road Safety Levy.

Milestone Schedule		Milestone Progress	
Date		Date	
Nov 2012	RSAC approved funding to DMT	Nov 2012	Completed
Jan 2013	Grant Deed to be established with DMT	Jan 2013	Completed
Jan 2013	Grant funds transferred to DMT	Jan 2013	Completed
July 2013	Interim progress report presented by DMT	Oct 2013	Report has been delayed to concur with 2012/13 LDMP Grant Funding six monthly reports received in September. Reports will be ongoing on a six monthly basis for the duration of the funding period.

##### Status

The DMT state-wide coordinator continues to provide ongoing leadership, advice and support to new, emerging and established LDMPs.

Budget	
<b>Total allocated budget for project</b>	<b>127,011</b>
Expenditure in 2012/13	127,011
<b>Total expenditure to date</b>	<b>127,011</b>
<b>Current Balance</b>	<b>0</b>



## Strategic Direction 5 – Complementary Initiatives

### Road Safety Initiative Funded Project

#### 141104 Community Road Safety Partnerships

##### Description

Since 2003 DIER's Community Road Safety Partnerships (CRSP) program has established 29 partnerships with local government authorities and their respective community networks. All activities and project initiatives funded by the CRSP program are designed to align with the key directions of the Tasmanian Road Safety Strategy 2007-16. CRSP aims to engage local communities in road safety awareness, education and intervention projects which primarily target key focus areas such as speeding, drink/drug driving, inattention/distraction, safer vehicles and safety of young drivers.

##### Milestone Schedule

Ongoing

##### Status

DIER has established 29 partnerships across Tasmania.

The CRSP funding provides for a road safety consultant, local grassroots road safety projects, general community awareness/education, partnership building, community capacity building/community consultation.

The 2013 CRSP Awards program celebrating CRSP's 10<sup>th</sup> year of operation, was advertised to communities in May. Entries were received in September and an Awards Ceremony will occur in November. The Awards are being supported by the Road Safety Advisory Council.

The ARRB Group has been contracted to undertake a CRSP evaluation to develop, apply and review a measurement 'model' to estimate the value of community contribution (human, financial and 'in kind' resources) specifically dedicated to CRSP activities. As part of the project, ARRB conducted interviews with Circular Head Council staff and community CRSP representatives in July. A preliminary report was presented to DIER in September.

##### Budget

<b>Annual budget for project</b>		<b>178,794</b>
Expenditure in 2013/14 to date	28,889	
<b>Total expenditure to date</b>		<b>28,889</b>
<b>Current Balance</b>		<b>149,905</b>
<b>Forecast total expenditure on completion</b>		<b>178,794</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

The CRSP program is an ongoing initiative.

## Funding

### Road Safety Levy 2013/14

As at 30 September 2013

<b>2013/14 Financial Year</b>	<b>Proposed Budget 2013/14</b>	<b>Actual (ytd) 2013/14</b>
Opening Balance (at 1 July 2013)	8,162,233	
<b>Revenue</b>		
Road Safety Levy collected	13,000,000	3,231,884
Funds available for distribution	10,400,000	2,328,211
<b>Total Funds available for distribution</b>	<b>18,562,233</b>	<b>10,490,444</b>
<b>Expenditure</b>		
Safer Travel Speeds	1,050,000	68,970
Best Practice Infrastructure	10,388,206	1,983,358
Improved Safety for Young Road Users	100,000	0
Enhanced Vehicle Safety	62,000	16,261
Complementary Initiatives	595,000	259,622
<b>Total</b>	<b>8,195,206</b>	<b>2,328,211</b>
Closing Balance	<b>10,367,027</b>	<b>8,162,233</b>

The above figures include completed projects that are not reported on in this progress report.

## Funding

### Road Safety Initiatives 2013/14

As at 30 September 2013

2013/14 Financial Year	Budget	Actual 2013/14
<b>Revenue</b>		
Speeding Fines allocated to DIER for 2013/14	1,240,000	
<b>Total</b>	<b>1,240,000</b>	
<b>Expenditure</b>		
Community Road Safety Partnership	200,000	28,889
Point to Point Implementation	540,000	6,493
Line Marking	500,000	240,014*
<b>Total</b>		<b>275,396</b>

\* The expenditure is from all sources of revenue (see under Line Marking project).

## Funding

### MAIB Funding

As at 30 September 2013

<b>2013/14 Financial Year</b>	<b>Budget 2013/14</b>	<b>Actual 2013/14</b>	<b>Balance</b>
<b>Expenditure (DIER)</b>			
Administration & Public Relations	249,356	53,693	335,122
Public Education	1,230,722	114,174	845,849
Research	62,940	2,940	241,503
	<b>1,593,281</b>	<b>170,807</b>	<b>1,422,474</b>
<b>Expenditure (Police)</b>			
Salaries	1,792,519	460,682	1,331,837
Operating Expenses	210,000	50,410	159,590
Equipment	518,224	26,720	491,504
	<b>2,520,743</b>	<b>537,812</b>	<b>1,982,931</b>
<b>Total</b>	<b>4,114,024</b>	<b>708,619</b>	<b>3,405,405</b>

Please note: Budget includes carry forwards of \$444,881 (after an adjustment of \$41,500) to DIER and \$189,143 to Police.

## Statistics

The table below provides an overview of the serious casualties from 2005 to 2012 by calendar year and the first six months of 2013. Serious casualties include fatalities (died within 30 days of the crash) and serious injuries (hospital for more than 24 hours).

The source is data is from Police reports at the time of the crash.

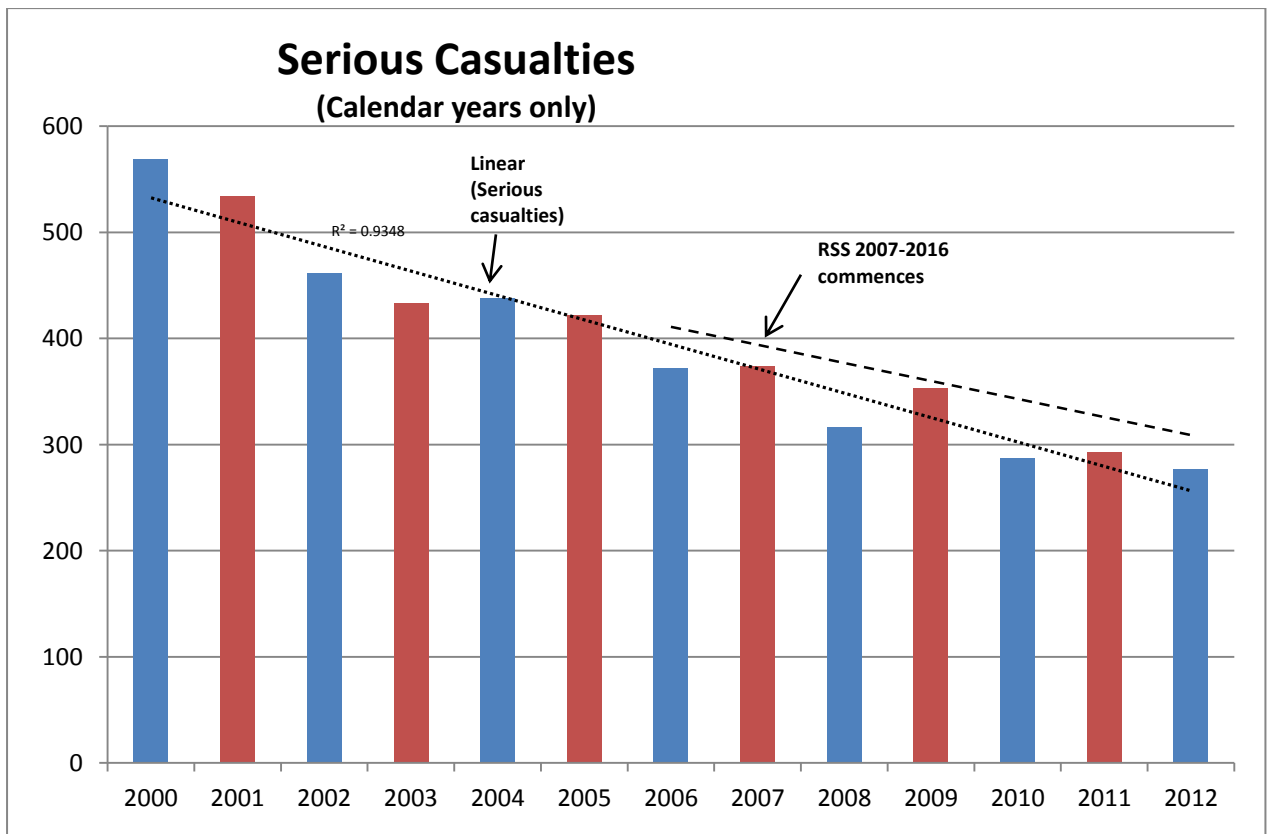
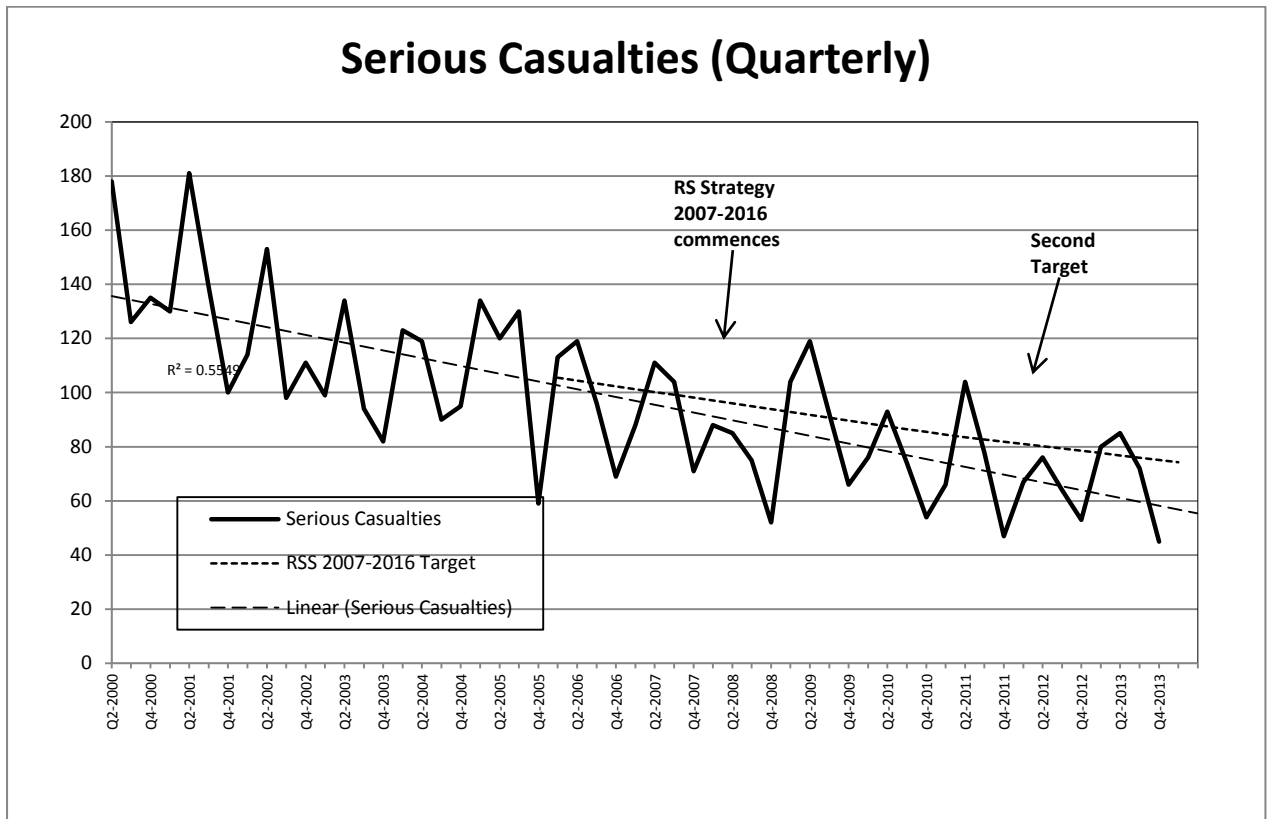
### Tasmania Together Baseline

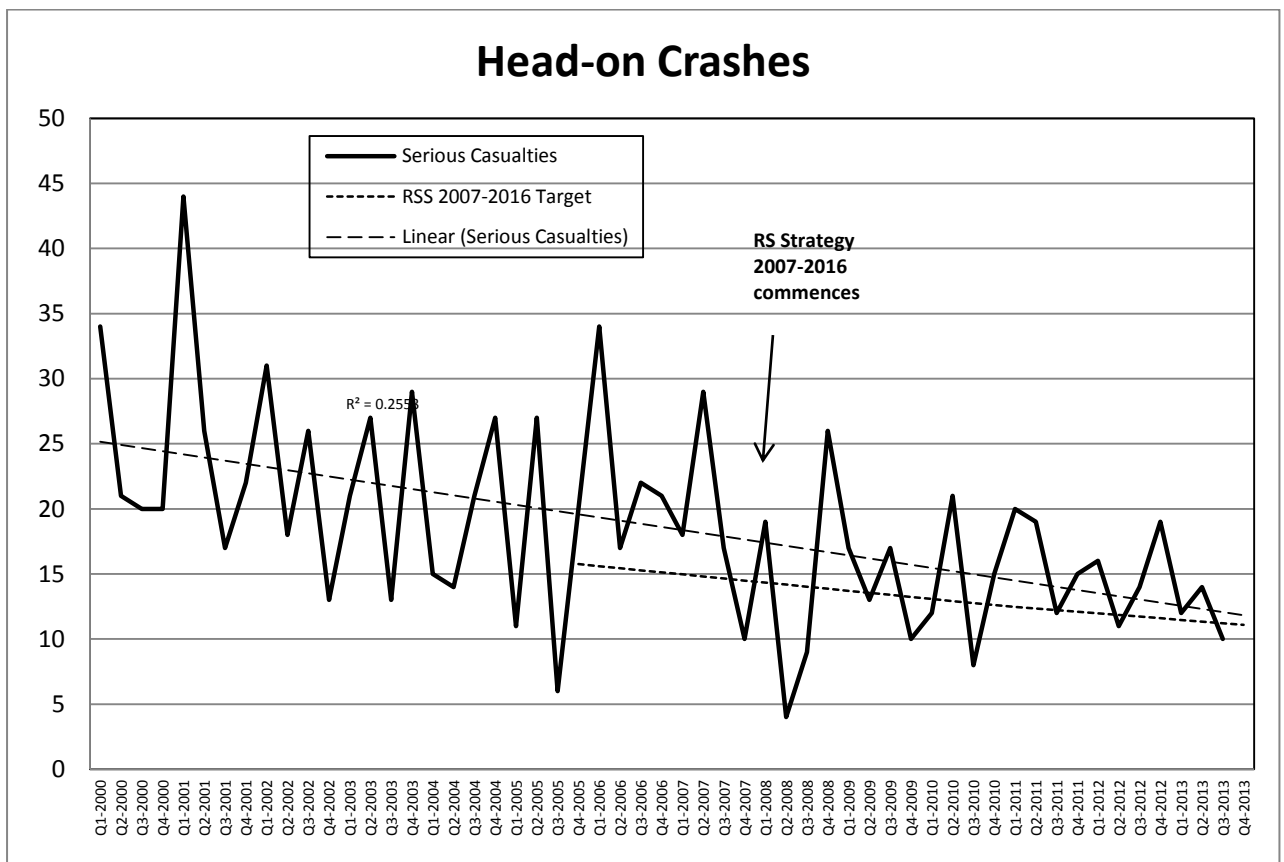
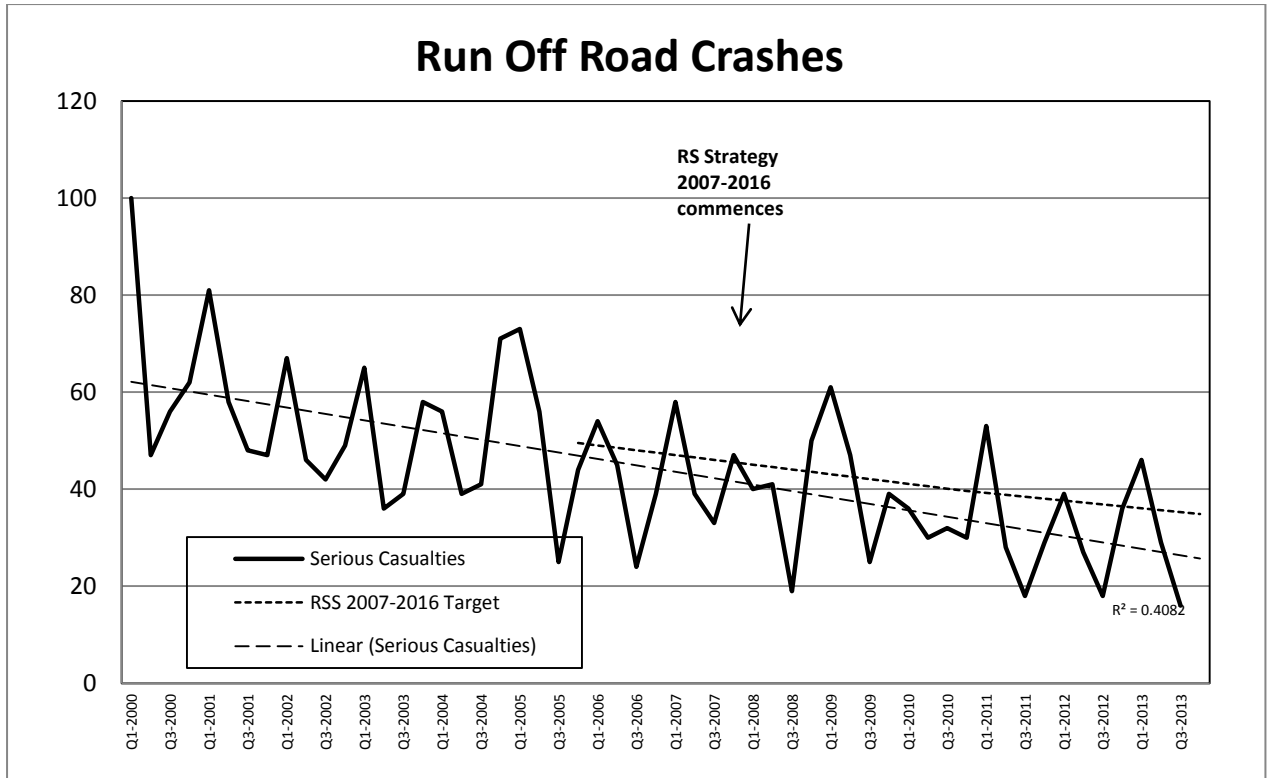
		2005	2006	2007	2008	2009	2010	2011	2012	2013
	<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>293</b>	<b>277</b>	<b>209</b>
<b>By Police District</b>	North	124	94	87	28	98	70	83	96	65
	West	102	99	94	86	87	80	75	52	59
	South	78	71	65	67	56	51	56	52	45
	East	118	108	128	105	112	86	79	77	40
<b>By Speed Zone</b>	60 or less	136	124	110	120	132	96	102	94	74
	70-90	67	59	59	49	48	49	48	51	40
	100-110	219	189	205	147	173	142	143	132	95
	Not stated	0	0	0	0	0	0	0	0	0
<b>By Road User Type</b>	Driver	190	148	169	139	138	122	130	125	67
	Passenger	85	96	94	68	83	42	51	52	48
	Pedestrian	44	31	27	26	32	32	34	38	20
	Motorcyclist	78	80	66	68	76	76	66	50	58
	ATV Rider	6	4	11	7	11	4	4	4	3
	Bicyclist	17	12	7	8	13	10	8	7	13
	Other	2	1	0	0	0	1	0	1	0
<b>By Age Group</b>	Under 17	50	35	41	21	32	25	24	20	16
	17-29	136	144	131	116	130	95	97	88	63
	30-49	141	112	113	94	87	99	78	64	52
	50-64	46	43	51	43	58	38	50	55	38
	Over 64	45	37	35	38	46	29	44	49	40
	Not known	3	1	3	4	0	1	0	1	0
<b>By Crash Type</b>	<b>Multi-Vehicle</b>									
	From adjacent directions	30	21	24	22	19	17	10	12	9
	From opposing direction	64	94	74	58	57	56	67	60	36
	From same direction	18	18	9	18	12	14	18	15	7
	Overtaking	27	11	23	4	20	10	10	5	10
	Manoeuvring	20	18	29	28	31	18	15	14	17
	<b>Pedestrian &amp; Other</b>									
	Pedestrian	43	32	26	26	32	33	37	37	21
	Passenger & Misc	13	5	3	2	3	2	4	5	1
	<b>Single Vehicle</b>									
	Off path on curve	118	98	107	79	107	81	83	76	61
	Off path on straight	80	64	70	71	65	47	47	47	36
On path	9	11	9	8	7	11	10	6	9	

## Statistics

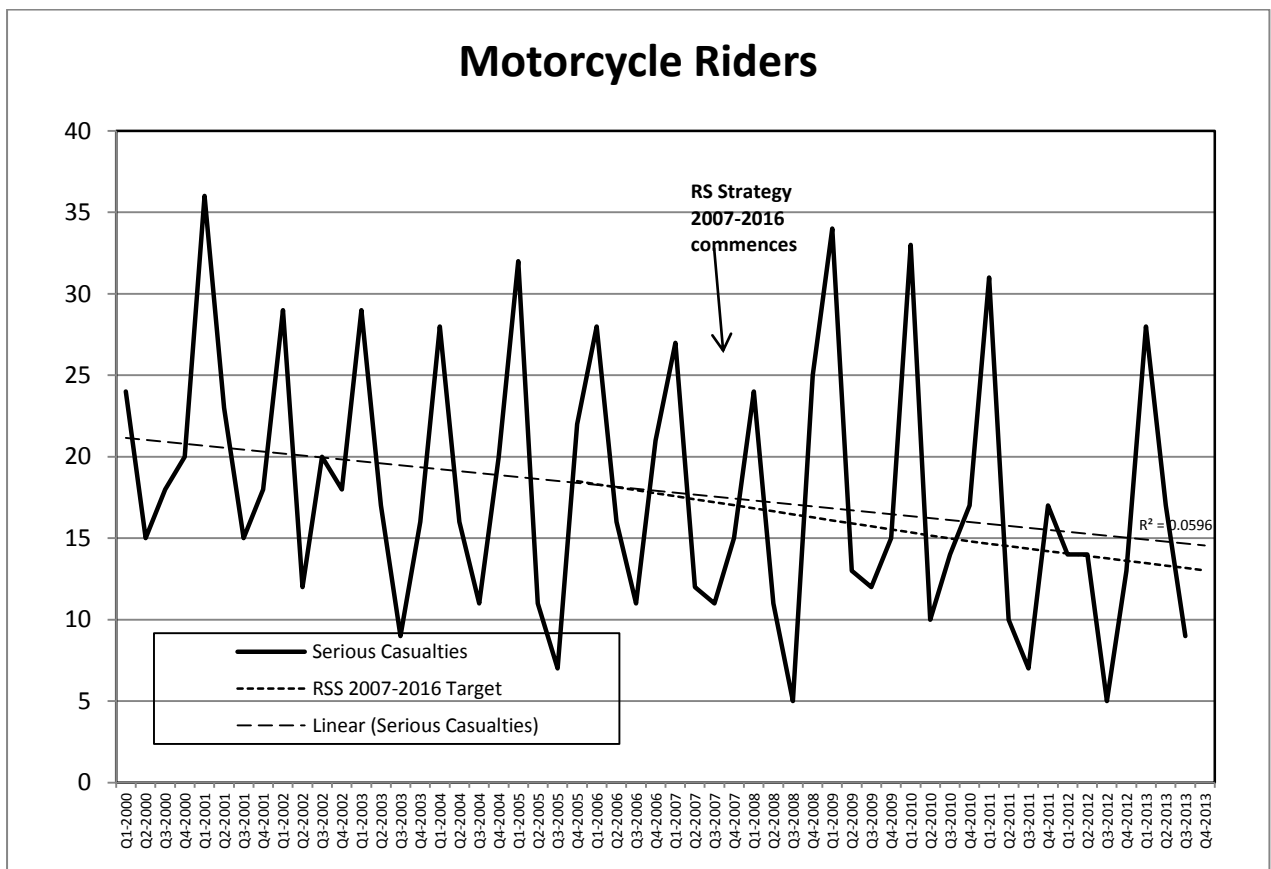
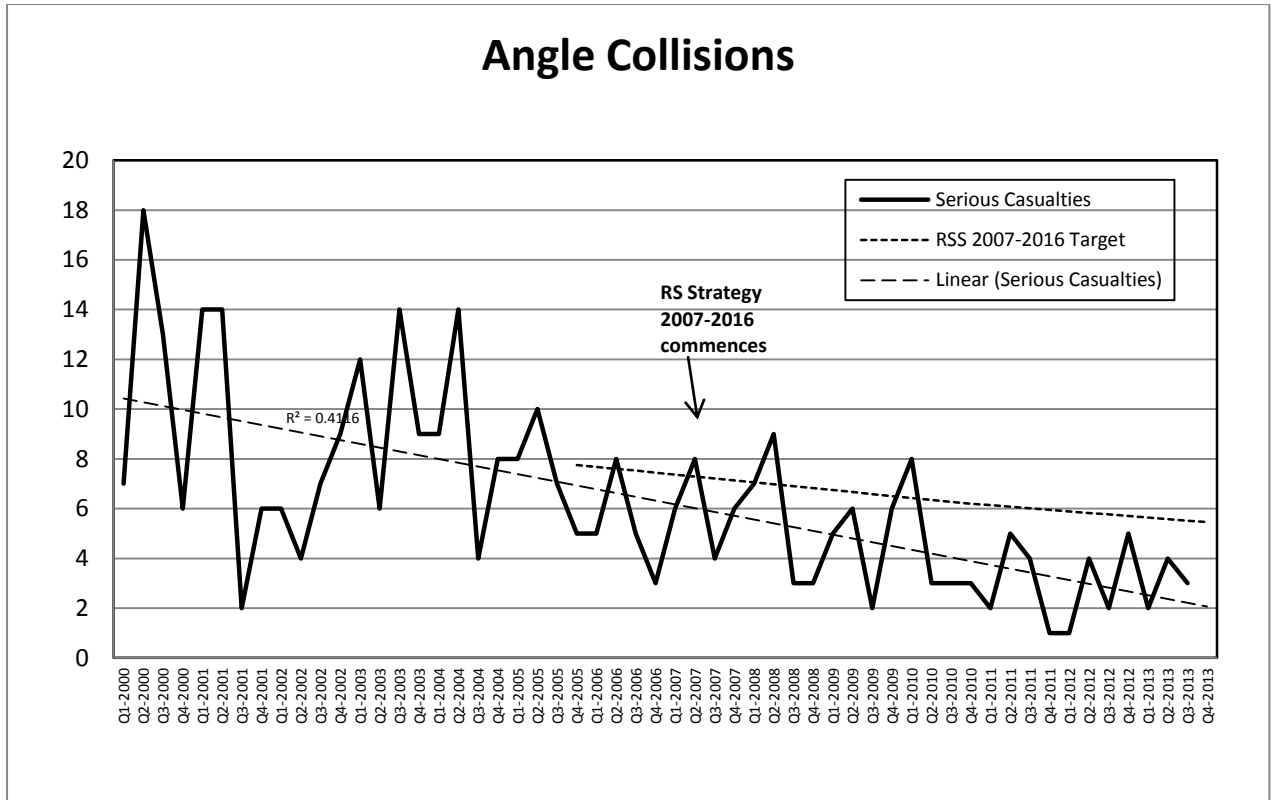
		2005	2006	2007	2008	2009	2010	2011	2012	2013
	<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>293</b>	<b>277</b>	<b>209</b>
	<b>TOTAL Crash Factors</b>	<b>793</b>	<b>794</b>	<b>814</b>	<b>796</b>	<b>915</b>	<b>660</b>	<b>558</b>	<b>554</b>	<b>306</b>
Crash Factor (as per police report at scene of crash)  There may be more than one crash factor associated with a crash.	Alcohol	78	77	86	93	91	70	61	53	27
	Animal on road	4	4	8	8	4	15	5	6	4
	Asleep-fatigue	25	30	43	15	25	10	18	13	5
	Distraction – external to vehicle	19	17	32	30	40	42	37	26	27
	Distraction – in vehicle	14	19	12	13	12	15	9	10	12
	Drugs	32	38	62	48	53	31	24	15	26
	Exceeding speed limit	49	65	45	59	57	31	29	29	18
	Excessive speed for the conditions/circumstances	111	111	73	74	85	66	86	79	67
	Fail to give way	19	29	25	36	31	27	36	39	32
	Fail to obey traffic signals	3	6	5	7	2	6	5	4	7
	Fail to observe road signs & markings	31	12	17	21	25	18	12	27	20
	Improper overtaking	17	8	21	7	27	14	13	8	10
	Inattentiveness	186	145	147	160	158	74	10	13	10
	Inexperience	78	98	107	93	126	101	73	85	56
	Other obstruction on road	6	8	12	6	12	15	12	5	2
	Pedestrian on road	35	22	22	19	28	29	35	37	23
	Reversing without care	6	4	4	5	3	5	7	7	2
	Road defect	22	29	18	23	20	20	9	10	13
Turning without care	7	15	12	19	22	18	20	22	18	
Unwell-infirm	26	37	32	40	44	36	34	44	14	
Using a mobile phone	2	2	3	1	1	2	2	1	0	
Vehicle defect	23	18	28	18	49	15	21	21	11	

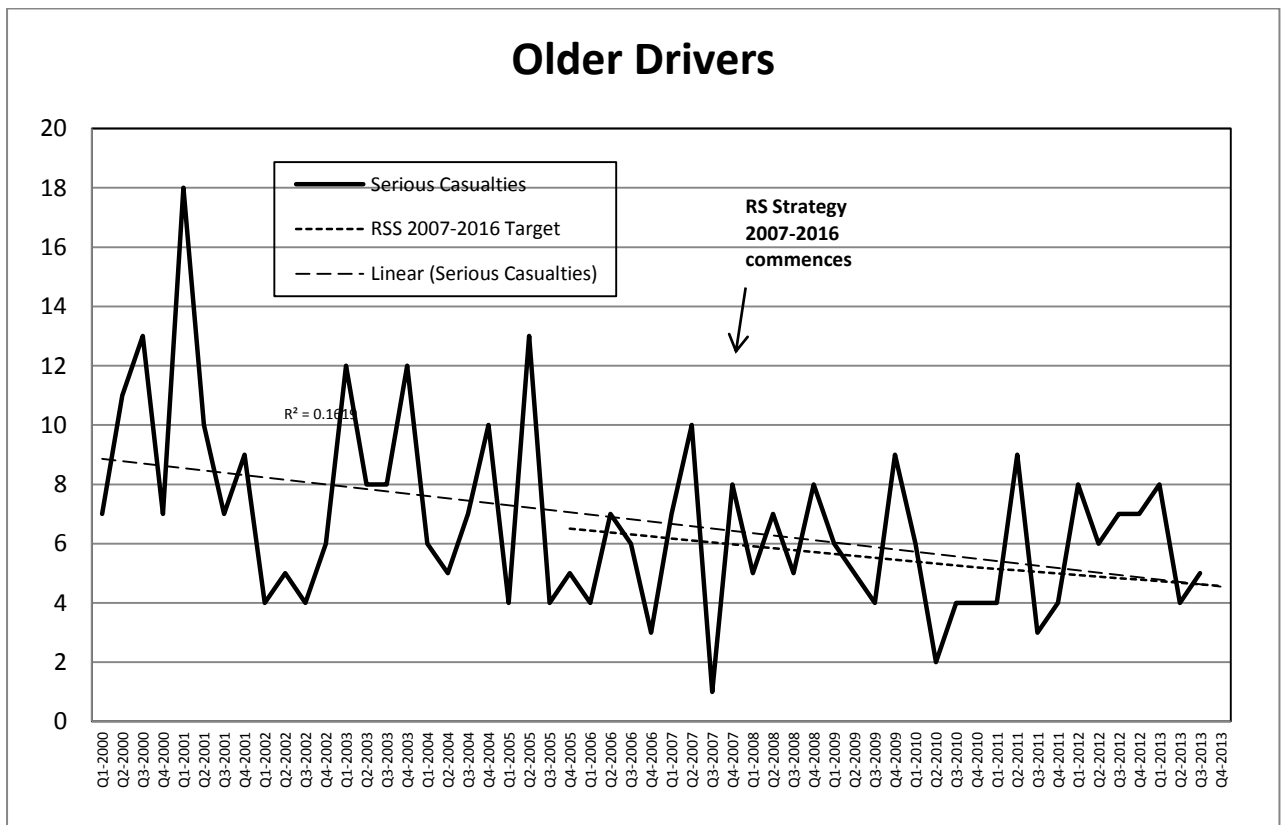
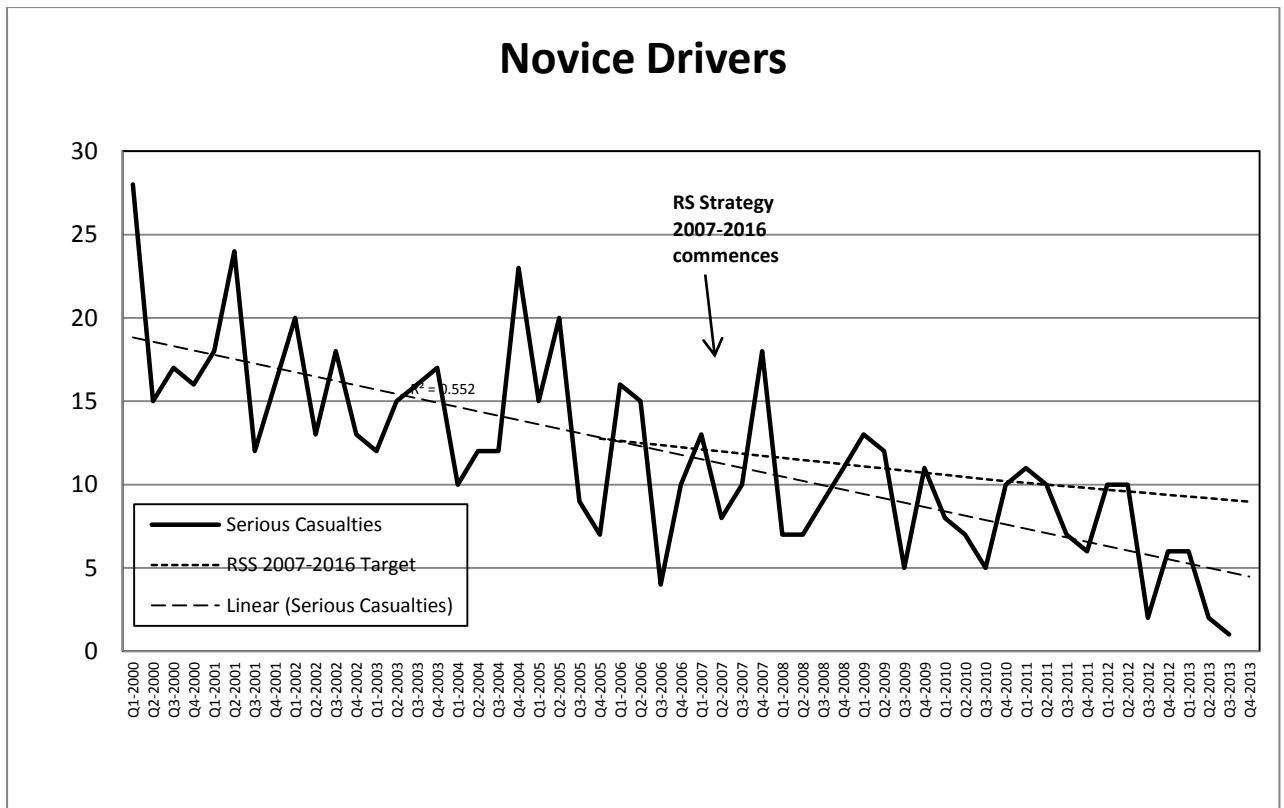
Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.

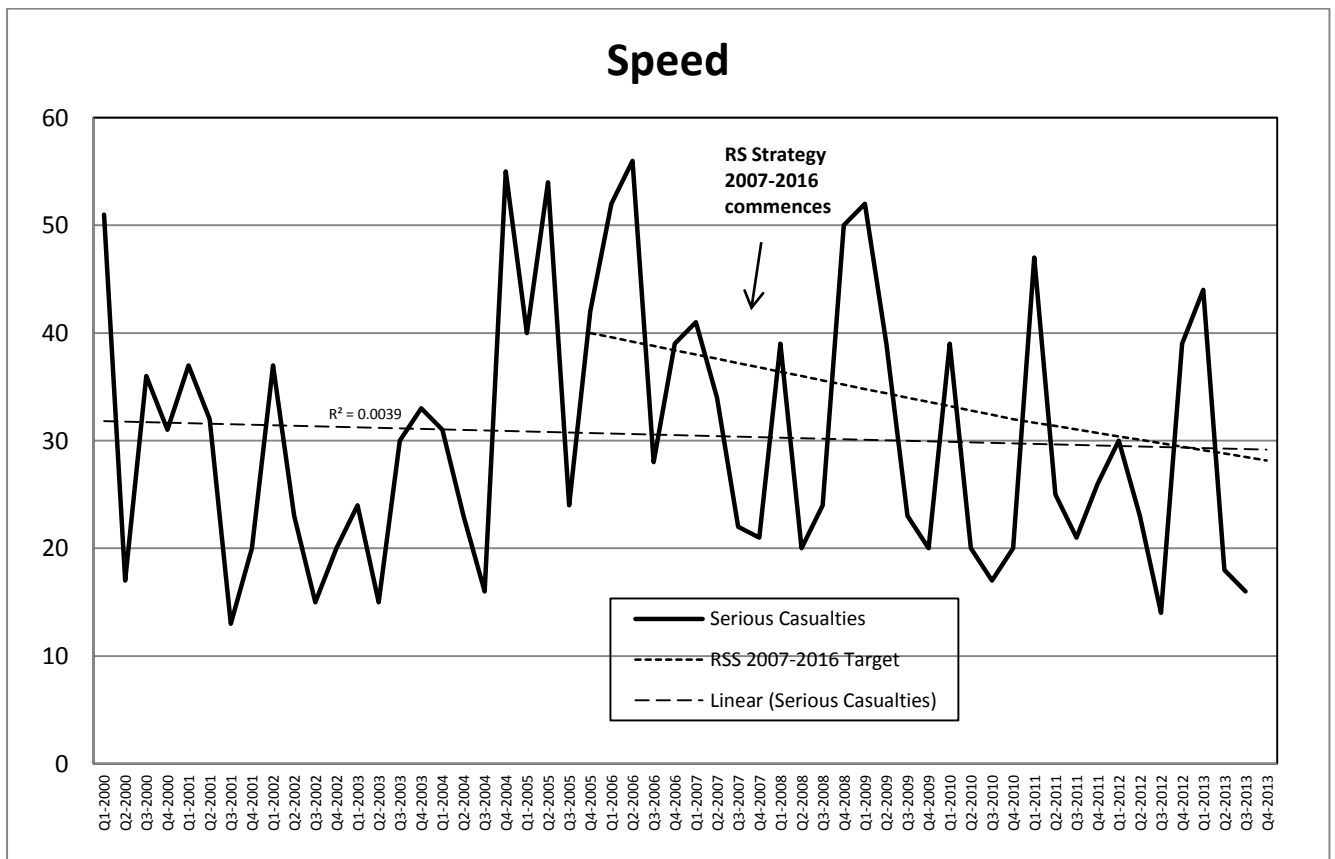
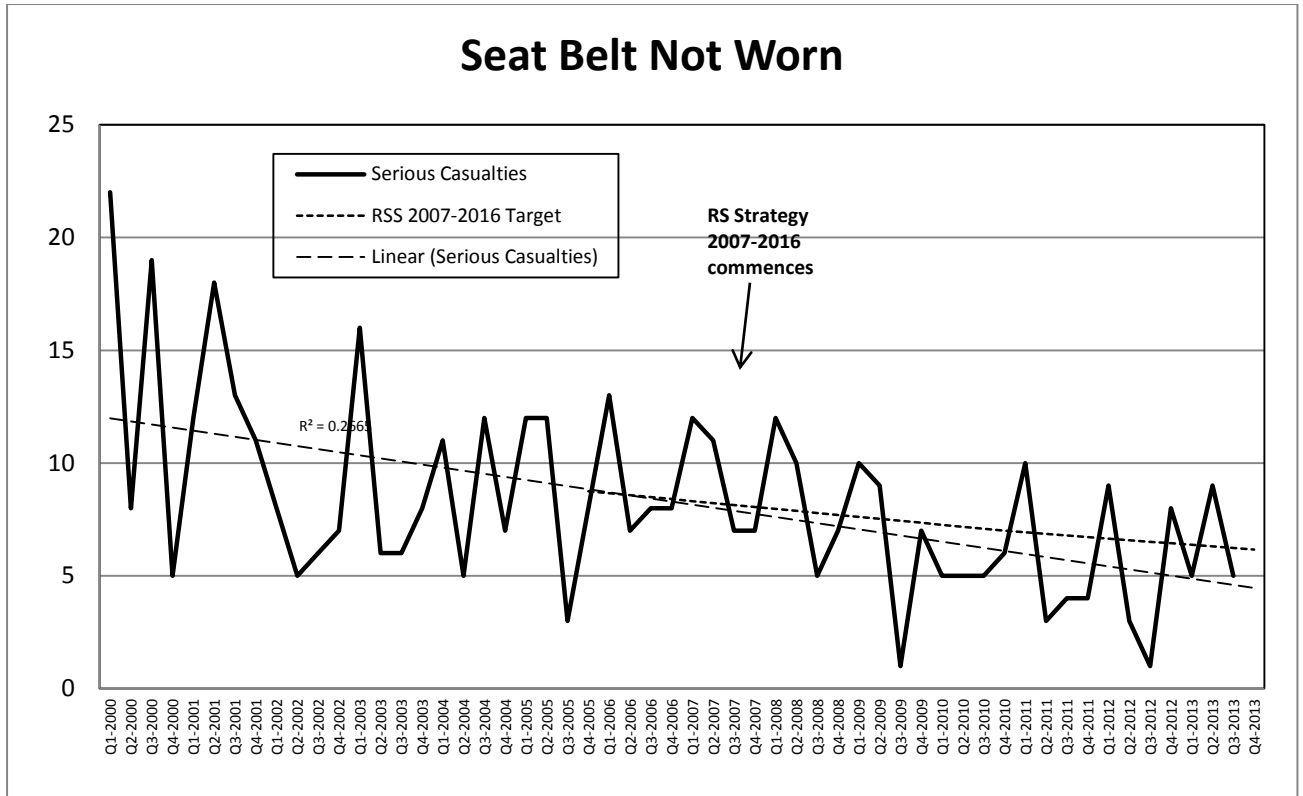




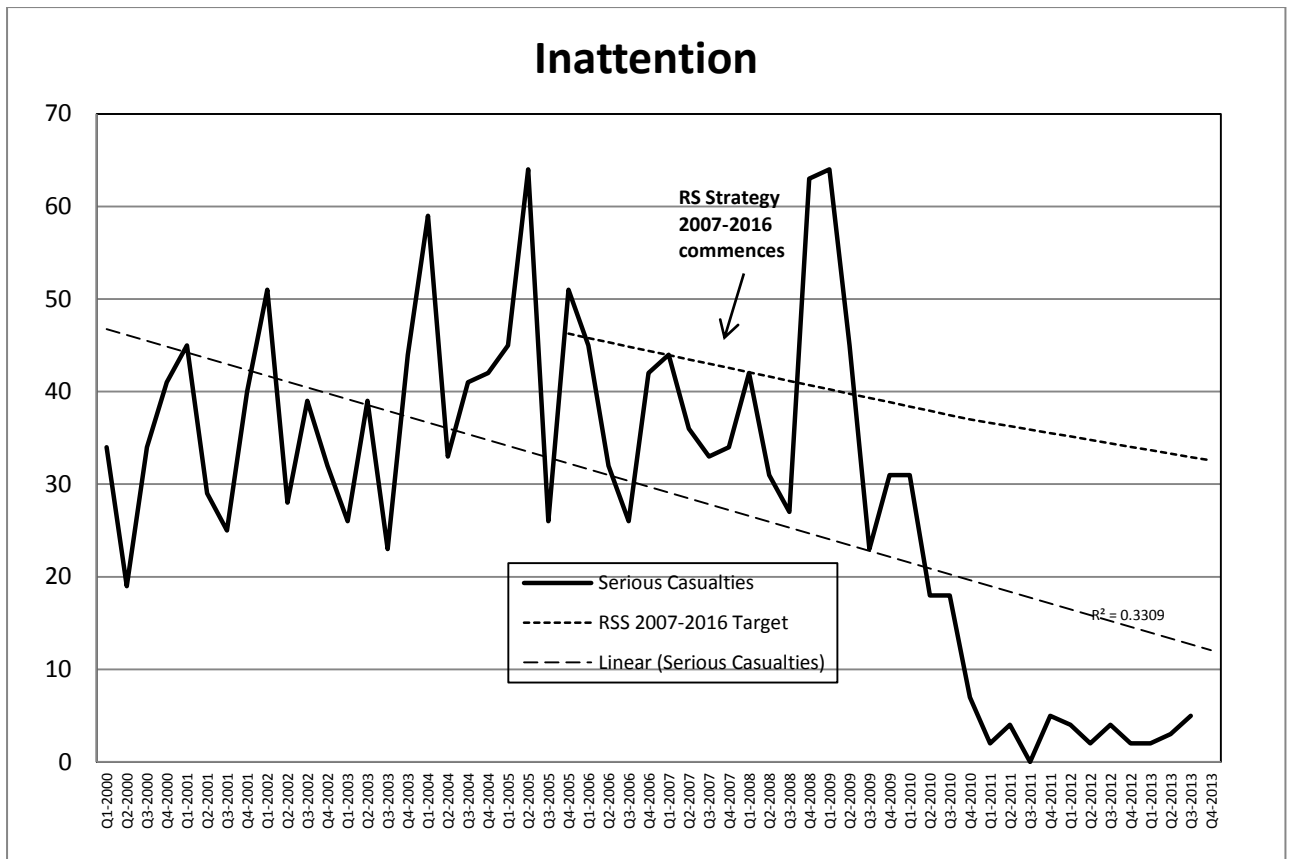








# Statistics



Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.

