

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 June 2014

Executive Summary

Executive Summary

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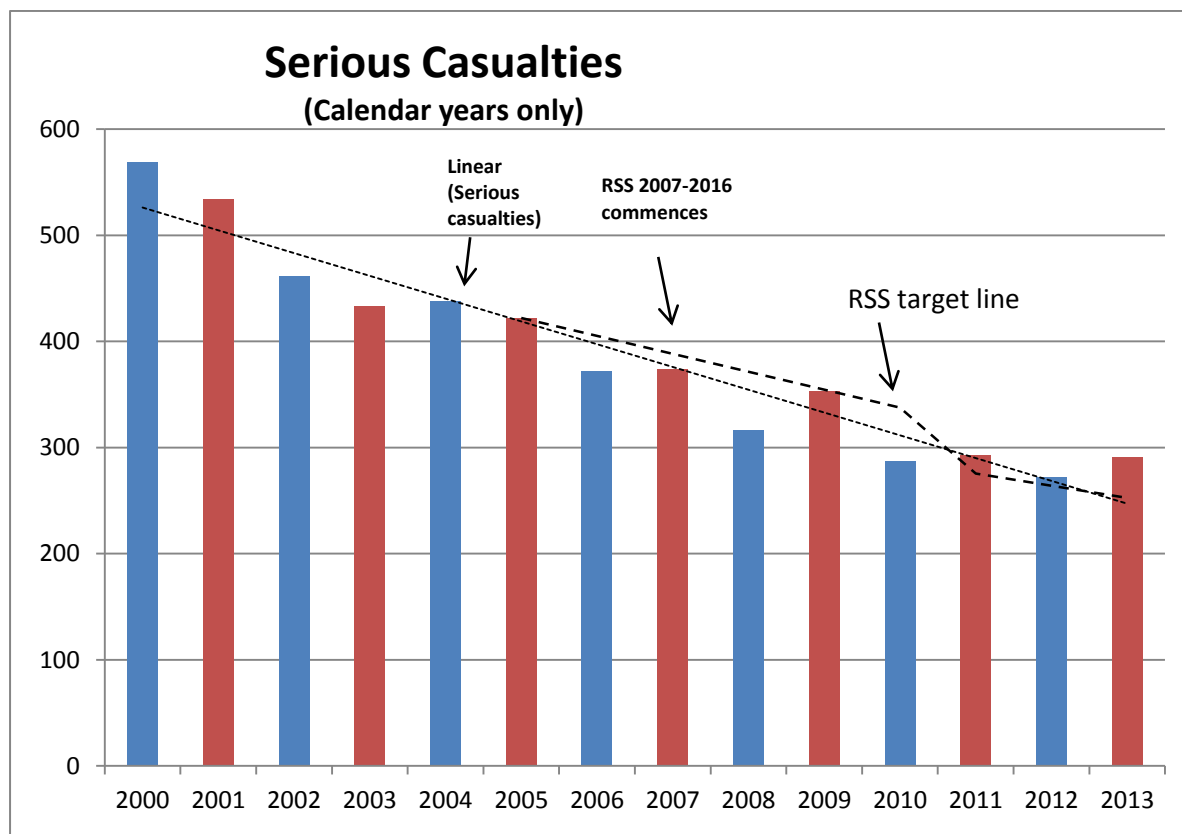
Progress on meeting the Tasmanian Road Safety Strategy targets

- 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.
- The number of serious casualties in 2013 was 291, compared to 272 in 2012, a 7% increase. This is a 4.6% decrease on the five year serious casualty average of 305 (2008 – 2012).
- For the 2013 calendar year, there were 36 fatalities on Tasmanian roads compared to 32 fatalities for 2012, a 12.5% increase. This is a 4.8% decrease on the five year fatalities average of 37.8 (2008 to 2012).
- As at 30 June 2014 the number of serious casualties is 160, compared to 156 for the same period in 2013, a 2.6% decrease. This is a 6.9% decrease on the five year serious casualty average for the same period, of 171
- The table below outlines road crash deaths for individual states and territories for the period 2004 to 2013 (https://www.bitre.gov.au/publications/ongoing/files/RDA_Summary_2013.pdf).

	N.S.W	Vic	Qld	S.A	W.A.	Tas	N.T.	A.C.T.	Aust
2004	510	343	311	139	178	58	35	9	1,583
2005	508	346	330	148	163	51	55	26	1,627
2006	496	337	335	117	200	55	45	13	1,598
2007	435	332	360	124	235	45	58	14	1,603
2008	374	303	328	99	205	39	75	14	1,437
2009	454	290	331	119	191	63	31	12	1,491
2010	405	288	249	118	193	31	50	19	1,353
2011	364	287	269	103	179	24	45	6	1,277
2012	369	282	280	94	182	31	49	12	1,299
2013	340	242	271	98	162	36	37	7	1,193
Ave. trend change p.a. (%)	-4.4	-3.5	-2.7	-4.1	-0.8	-7.3	-1.0	-6.3	-3.4

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 32%. Progress is indicated on the charts below.



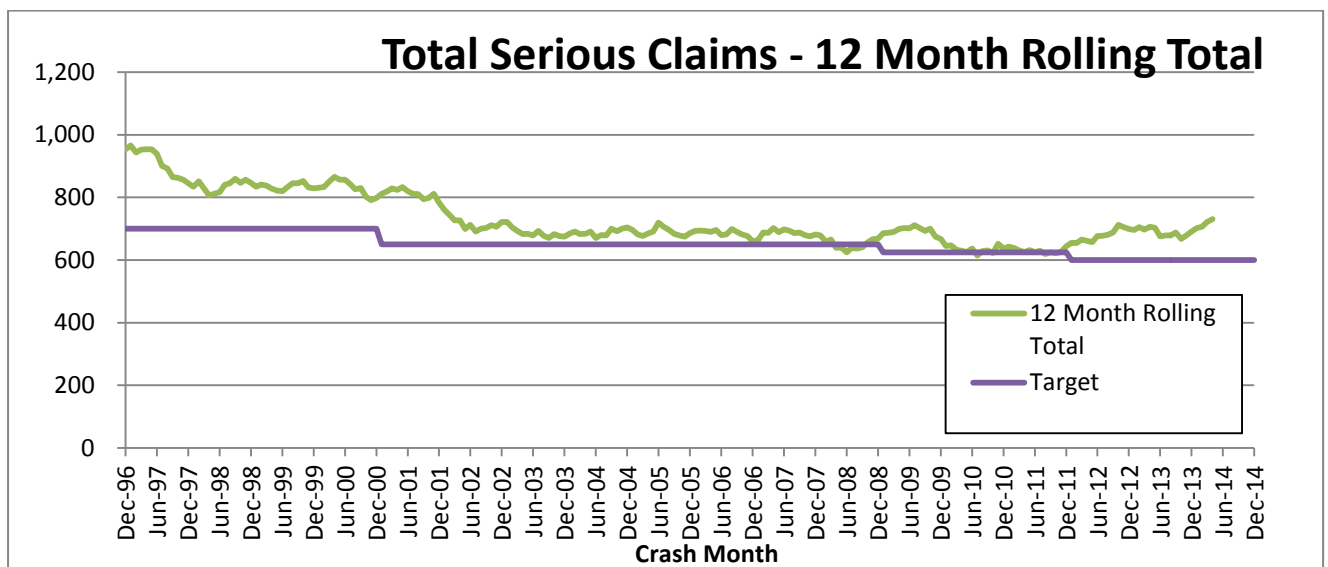
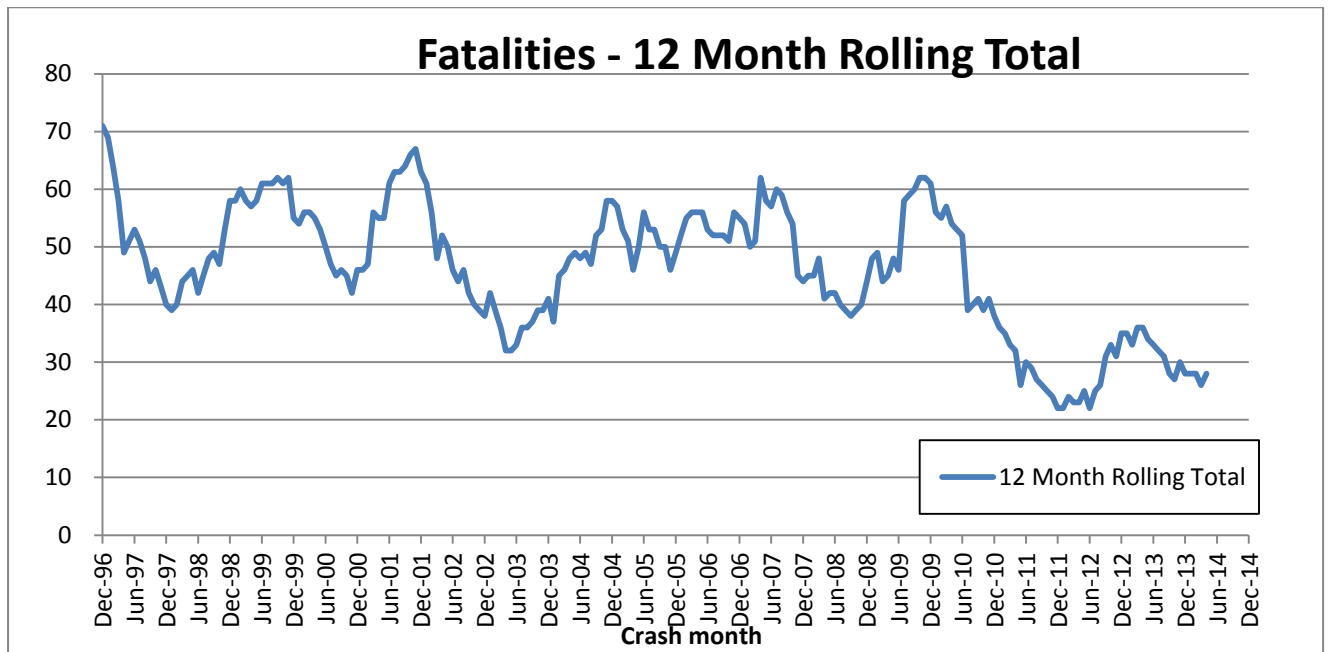
- The method above, used to access the TRSS target, compares two points in time – a comparison between the year 2005 and the year 2010.
- As an additional measure, the five year averages (and part thereof) are included below. This methodology smooths out anomalies between individual years and provides a holistic picture of serious casualties in Tasmania

Five year average timeframe	Average	% of change	Period
Annual average of serious casualties 2001 - 2005	457.8	N/A	Baseline period
Annual average of serious casualties 2006 – 2010	340.4	- 25.6	Period 1
Annual average of serious casualties 2011 – 2013	286.3	-15.89	Period 2

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 the forecast level of claims for serious injuries.
- 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 completed this quarter

- Sober Driver Program – over the 12 month funding period, 204 offenders have completed the program and an additional 22 programs have been delivered state-wide, some in remote locations and after hours.
- Work continues on a wide range of projects, including two safer speeds, 10 best practice infrastructure, two young driver safety, one enhanced vehicle safety and six complementary initiatives. The majority of complementary initiatives relate

Projects previously completed and removed from Progress Report

- Point to Point Feasibility - The project business case received the previous government's approval in early February 2014.
- Crashworthiness/Roadworthiness Education Campaign - The former Minister for Infrastructure successfully launched the campaign on 14 January 2014.
- Cycling Education Campaign –the former campaign did not proceed and a revised package of cycling safety initiatives is being developed with public education campaign concepts to be presented to the new Minister and key cycling stakeholders prior to production. The previous project is now complete and cycling public education will form part of the Cycling Safety Package in the next progress report.
- Review of Minimum Safety Standards for the Government Vehicle Fleet – the new Government Vehicle Fleet Safety Policy was introduced on 1 January 2014. This includes 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.
- Motorcycle Safety Measures – installation of Collapsible CAMs and shoulder widening and pavement resealing at two sites on the Lyell Highway and one on the Tasman Highway.

Executive Summary

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

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

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

Reason for delay

Structural integrity issues continue to prove challenging.

Action taken to address delay

The need to further batter the bank is being considered and scoped, with any required work to be done during spring-summer 2014.

R320011 – Audible Edge and Centre Lines East Tamar Highway

Scheduled completion date: June 2014
Forecast completion date: March 2015

Reason for delay

Contractor constraints.

Action taken to address delay

Tender to be released in winter 2014 for work to commence spring 2014.

Projects delayed over 6 months *(further detail provided under specific projects)*

R320011 – Audible Edge and Centre Lines Bass Highway

Scheduled completion date: June 2014
Forecast completion date: March 2015

Reason for delay

Contractor constraints.

Action taken to address delay

The first 8.1km from Launceston was considered highest priority and was completed May 2014. Tender to undertake work for the remaining sections to be released in winter 2014 for work to commence spring 2014.

652701 – East Derwent Highway and Goodwood Main Road Junction

Scheduled completion date: October 2013
Forecast completion date: March 2015

Reason for delay

Relocation of services and other site preparation works.

Action taken to address delay

Tender to be released July 2014.

Executive Summary

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

Under Budget

65210034/R310015 – Midland 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 result in 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

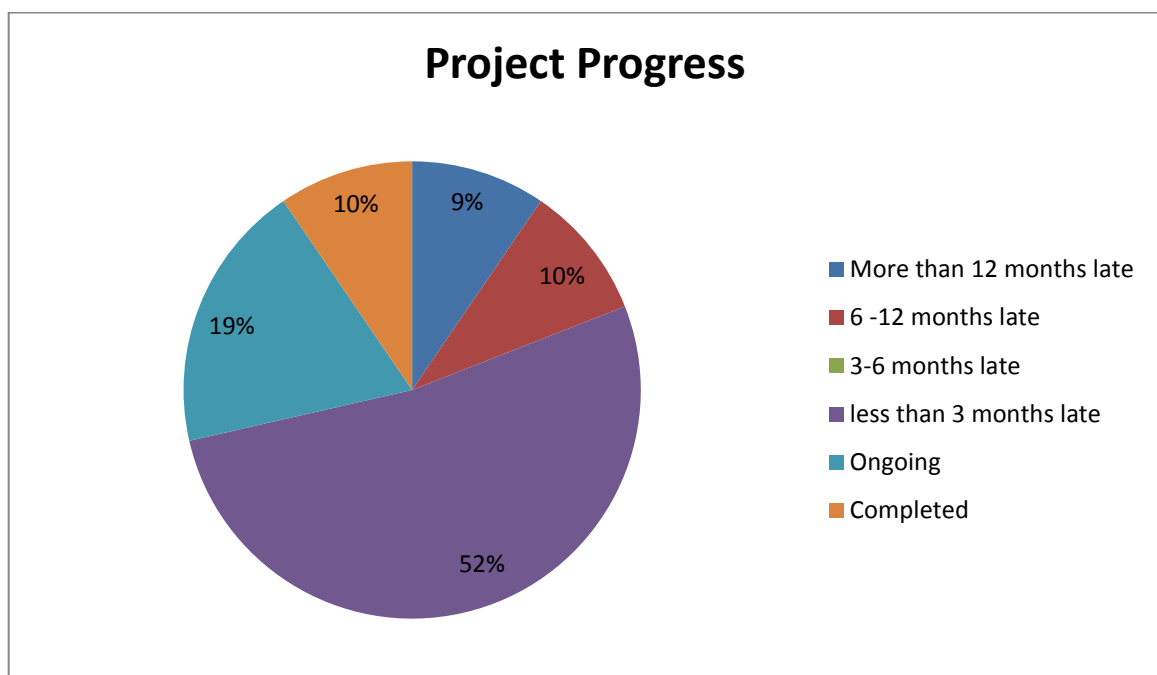
Better than expected contract price is expected to result in a saving of 19% on the estimated cost for this project.

Executive Summary

Project progress: schedule and budget

Budget information, milestones and project status are correct as at 30 June 2014.

Project progress	Number of projects
More than 12 months late	2
Between 6 and 12 months late	2
Between 3 and 6 months late	0
Less than 3 months late or on target	11
Ongoing	4
Completed	2
TOTAL	21



Strategic Direction 1 – Safer Travel Speeds

Road Safety Levy Funded Project

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* was developed to address this issue. The Strategy, which is based on Safe System principles, identified the need to balance infrastructure treatments and speed management measures to improve the overall safety of the non-urban road network. The Strategy built on recommendations made to the previous Government by the RSAC and the results of community consultation.

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

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

Following a decision by the former Government not to reduce the default speed limit from 100km/h to 90km/h on rural sealed roads, a program will be developed to consult with councils and local communities to negotiate appropriate speed limits on those roads determined to be unable to meet the Tasmanian criteria and that have a high crash risk.

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	February 14	
May/June 2013	Installation of new signage	February 14	Sign contract development 95% completed, upcoming tasks, confirming procurement strategy and associated processes.
June 2013	Introduction of new speed limits	February 14	New limits on gravel

Strategic Direction 1 – Safer Travel Speeds

			roads to commence 1 February 2014.
August 2013	12-month Evaluation	February 14	TBA
June 2013	Amendment to road rules – subordinate legislation	February 14	Regulation changes to commence 1 February 2014.
December 2014	Develop program for consultation with local government about appropriate speed limits on local sealed rural roads taking into account crash risk and ability to meet Tasmanian criteria.		Not commenced.

Status

The *Safer Roads: Non-Urban Road Network Strategy* was launched by the former Minister for Infrastructure 4 September 2012.

On 19 August 2013, the former 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. The default speed limit on unsealed (gravel) roads was reduced to 80 km/h on 1 February 2014. New signage replacing 'end speed limit' signs has also been installed. Print and television advertisements supporting the new signs were run at this time.

DIER is developing a framework to engage with local councils to review speed limits on sections of roads within their municipalities and where necessary to deliver more appropriate speed limits.

Budget (\$)	
Total allocated budget for project	1,000,000*
Expenditure in 2012/13	85,639
Expenditure in 2013/14	520,473
Total expenditure to date	606,112
Current Balance	393,888
Forecast total expenditure on completion	1,000,000
Forecast balance remaining on completion	0

Comments

* Note: RSAC endorsed a revised budget at its meeting of 26 November 2013. Original budget was \$1,500,000.

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 new Government approval).

The feasibility of implementing average speed enforcement on Tasmanian highways was investigated by DIER and a comprehensive business case was prepared. It 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).

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 new Government approval of project .		

Budget			
Total allocated budget for project			1,890,400
Expenditure in 2010/11		20,000	
Expenditure in 2011/12		50,000	
Expenditure in 2012/13			
Expenditure in 2013/14		6,493	
Total expenditure to date			76,493
Current Balance			1,813,907
Forecast total expenditure on completion			2,535,000
Forecast balance remaining on completion			0

Comments

Total budget for Stage 2 (Development) and funding sources TBC, on approval to implement.

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	
February 2013	Appoint Traffic Control Officer	January 2013	Officer commenced.
May 2013	Incurring costs ratified	June 2013	None required.
August 2013	Incurring costs ratified	September 2013	None required.
November 2013	Incurring costs ratified	December 2013	None required.
February 2014	Incurring costs ratified	March 2014	Claims received.
May 2014	Incurring costs ratified	June 2014	Claims being processed.
August 2014	Incurring costs ratified		
November 2014	Incurring costs ratified		
February 2015	Incurring costs ratified		
May 2015	Incurring costs ratified		
August 2015	Incurring costs ratified		

Budget (\$)		
Total allocated budget for project		600,000
Expenditure in 2012/13	30,643	
Expenditure in 2013/14	69,287	
Total expenditure to date		99,930
Current Balance		500,070
Forecast total expenditure on completion		600,000
Forecast balance remaining on completion		0

Comments

Expenditure to date to undertake the monitoring function. Claims for payment have been received and are being processed.

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	
Stage 1			
December 2012	Award contract	December 2012	Variation to existing contract.
February 2013	Undertake geotechnical tests	March 2013	Geotechnical tests and report completed.
April 2013	Commence works on 3.6km section		
June 2013	Complete works on 3.6km section	September 2013	Initial works completed. Final seal of section to be completed in 2013-2014 construction period.
June 2013	Complete works on 3.6km section	December 2013	All works completed.
Stage 2			
October 2013	Award contract	December 2013	Stage 2 delayed 12 months.
January 2014	Commence works	March 2014	Scoping work has commenced.
June 2014	Complete works	June 2014	Tender to be released late July.

Status

Stage 1 – all work completed.

Strategic Direction 2 – Best Practice Infrastructure

Stage 2 – scoping began in January 2014; tender will be released end July 2014 with contract awarded October 2014, ready for the 2014-2015 construction period.

Budget (\$)		
Total allocated budget for project		8,500,000
Expenditure in 2012/13	208,386	
Expenditure in 2013/14	848,541	
Total expenditure to date		1,056,927
Current Balance		7,443,073
Forecast total expenditure on completion		8,500,000
Forecast balance remaining on completion		0

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

652720 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 previous State Government 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 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	September 2013	Many projects to be underway during October-December reporting quarter.
July 2013	Commencement of projects for 2013/14 financial year	December 2013	Three projects underway.
February 2014	New round of submissions & assessment for projects commencing in financial year 2014/15	March 2014	Three projects completed; 10 underway.
May 2014	Assessment of submissions and recommendations made to Program Steering Committee	June 2014	Submissions assessed advice to councils in July.
June 2014	Projects for the 2013/14 financial year to be completed	June 2014	9 projects completed; 5 delayed; 2 reviewed.
June 2014	Successful projects for 2014/2015 financial year announced	June 2014	To be announced July 2014.
December 2014	Final funding provided by State Government for 2013/14 projects after completion audit		
June 2015	Projects for the 2014/15 financial		

Strategic Direction 2 – Best Practice Infrastructure

	year to be completed		
December 2015	Final funding provided by State Government for 2014/15 projects after completion audit		

Status

Six projects were completed this quarter: Derwent Valley Council installed a pedestrian footpath across the Lachlan River in New Norfolk; Hobart City Council installed pedestrian refuge islands and a cycle lane on Cascade Road outside the Cascade Brewery; Sorell Council improved pedestrian crossing facilities in Dodges Ferry; Tasman Council installed a pedestrian refuge island in Port Arthur; Devonport City Council installed a pedestrian refuge island on River Road at Ambleside and a shared pathway along a section of Stony Rise Road.

Three councils are finalising works with completion due end July/August 2014; two councils requested extensions to the end of December 2014 as projects involved rail crossings and obtaining all necessary permits from Tas Rail has delayed work; one council's project changed scope following consultation with the community and has been re-submitted for assessment in the 2014-15 funding round; one complex project remains in discussion between council and DIER.

Budget (\$)		
Total allocated budget for project		1,500,000
Expenditure in 2012/13	0	
Expenditure in 2013/14	329,200	
Total expenditure to date		329,200
Current Balance		1,170,800
Forecast total expenditure on completion		1,500,000
Forecast balance remaining on completion		0

Comments

Seven councils in total have been paid for works; two councils with completed projects this quarter are finalising invoices to be paid July 2014.

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 reduce 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; and
- 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 reduce rear-end collisions by 60%. Reduces the severity of curves and hence reduces run-off-road crashes by 60%.

Milestone Schedule		Milestone Progress	
Date		Date	
October/early Nov 2010	Tender Award	January 2011	Awarded February 2011.
December 2010	Commence Works	January 2011	Commenced March 2011.
April 2011	Complete Works	September 2011	Work suspended due to weather and settlement.
Summer 2011/12	Final Seal	December 2011	Monitoring land settlement. Interim works planned.
		March 2012	Interim reseal of existing road completed.
		December 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.	September 2013	Major improvements complete. Minor works still to be completed.
June 2013	All work completed.	December 2013	All major work completed.
June 2013	All work completed	March 2014	Contractor considering best approach to batter banks.
June 2013	All work completed.	June 2014	Battering bank still being considered.

Strategic Direction 2 – Best Practice Infrastructure

Status

DIER is in discussions with contractor to consider best approach to batter the bank to minimise disruption to road users and new road infrastructure.

Budget (\$)		
Total allocated budget for project		2,000,000
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	68,037	
Total expenditure to date		1,658,456
Current Balance		341,544
Forecast total expenditure on completion		2,000,000

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	September 2012	Tender process ongoing.
October 2012	Award tender	December 2012	Tender awarded.
December 2012	Commence works	December 2012	Works to commence early 2013.
December 2014	Complete works	March 2013	Work commenced late February.
		June 2013	Ongoing
		Sept 2013	Ongoing
		Dec 2013	Ongoing
		March 2014	All major work completed.
		June 2014	Final line marking to be done spring 2014.

Status

Major construction work was completed in March 2014 and the speed limit returned to 110km/h on 25 March. Final audible line marking will be laid after seal has settled and weather permits.

Budget (\$)		
Total allocated budget for project		7,750,000
Expenditure in 2011/12	326,455	
Expenditure in 2012/13	2,109,831	
Expenditure in 2013/14	3,948,030	
Total expenditure to date		6,384,316
Current Balance		1,365,684
Forecast total expenditure on completion		6,576,000
Forecast balance remaining on completion		1,174,000

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	September 2012	Tender advertised 29 September 2012.
October 2012	Award tender	December 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.
		September 2013	Work to resume in October.
		December 2013	Major construction works completed.
		March 2014	Final seal to be done in April.
		June 2014	Final line marking to be done spring 2014.

Status

Final seal was laid in April; audible line markings will be installed in 2014-15 construction period after final seal has settled and weather permits.

Budget (\$)		
Total allocated budget for project		7,365,000
Expenditure in 2011/12	231,539	
Expenditure in 2012/13	4,042,978	
Expenditure in 2013/14	873,962	
Total expenditure to date		5,148,479
Current Balance		2,216,521
Forecast total expenditure on completion		5,985,000
Forecast balance remaining on completion		1,380,000

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 rear' 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. In January 2014 approval was given for the Levy to fund 50% of the construction costs in the 2014-2015 construction period.

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.	September 2013	Tender documents will be delivered to DIER October 2013.
October 2013	Tender documents to be provided by consultant ready for open tender in spring 2013.	December 2013	Tender documents provided.
		March 2014	Service organisations contacted.
		June 2014	Tender to be released July 2014.

Status

Relocation of services started and other site preparation works undertaken. Tender to be released end July 2014.

Budget (\$)	
Total allocated budget for project	750,000
Expenditure in 2012/13	37,988
Expenditure in 2013/14	49,673
Total expenditure	87,661
Current Balance	662,339

Strategic Direction 2 – Best Practice Infrastructure

Forecast total expenditure on completion		750,000
Forecast balance remaining on completion		0

No expenditure this quarter.

Stage 1 budget was \$100,000. Stage 2 budget is \$650,000 to fund 50% of the construction costs. The other 50% construction cost is being funded by the Safer Roads Program.

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Levy Funded Project

R320011 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' (HPV) 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 Raised Retro-reflective Pavement Markers (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.	September 2013	Scoping completed.
March 2014	Majority of audible lines and RRPMs installed.	March 2014	Project delayed to 2014-2015 construction period.
June 2014	Project completed	June 2014	Tender to be released end July 2014.

Status

Tender to be released end July for work to be undertaken during spring-summer 2014/15.

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

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Levy Funded Project

R320012 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.	September 2013	Scoping completed.
March 2014	Majority of audible lines and RRPMs installed.	March 2014	Work commenced.
June 2014	Project completed	June 2014	Work on first 8.1km completed; tender for remaining work to be released end July 2014.

Status

Audible edge lines and raised reflective pavement markers were installed on the 8.1 km section of the Bass Highway closest to Launceston in March and April 2014. .

Tender to undertake remaining sections will be released end July for work to be undertaken during spring-summer 2014/15.

Budget (\$)		
Total allocated budget for project		2,400,000
Expenditure in 2013/14	322,433	
Total expenditure		322,433
Current Balance		2,077,567
Forecast total expenditure on completion		2,400,000
Forecast balance remaining on completion		0

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Initiatives Funded Project

156040 /156045 Local Road Line Marking 2013/14

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 uses the additional \$500,000 per annum 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 (\$)

Total allocated budget for year 2013/14		500,000
Expenditure 2013/14	500,000	
Total expenditure to date		500,000
Current Balance		0
Forecast total expenditure on completion		0
Balance remaining on completion		0

Budget

Ninety-two per cent of the scheduled line marking was undertaken in the 2013-14 year with all funds expended.

Strategic Direction 3 – Improved Safety for Young Road Users

Road Safety Levy Funded Project

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

Description

Road Safety Levy funding has been used to conduct a Grant Funding program to assist the establishment and further 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.

In May 2014, the final round of a three year funding program (\$100,000) was made available to LDMPs on the same basis as the earlier funding.

Milestone Schedule		Milestone Progress	
Date		Date	
October 2012	LDMP Grants advertised	October 2012	Completed
November 2012	Grant applications closed	November 2011	Completed
November 2012	Selection Panel assessments	December 2012	Completed
December 2012	Applicants notified	December 2012	Completed
January 2013	Grant deeds established	February 2013	Completed
July 2013	Six month interim progress reports completed	Sept 2013	Completed
February/March 2014	2014 LDMP Grant program to be undertaken	May 2014	Completed

Status

Applications for funding closed on 19 May 2014. At that time there were 18 active LDMPs in Tasmania. Of those, DIER received funding applications from nine existing LDMPs and one application to establish a new LDMP. All programs who applied for funding were granted funding to enable them to continue to operate on their current basis for a further six months.

Funding will be provided to LDMPs from 1 July 2014 onwards once they have undertaken the administrative requirements (signing of deed, invoicing etc).

The Government has committed a further \$1.5 million over three years (2014-15 to 2016-17) to enable the continued consolidation, expansion and establishment of LDMPs.

Strategic Direction 3 – Improved Safety for Young Road Users

Budget		
Total allocated budget for project		300,000
Expenditure in 2012/13	200,000	
Expenditure in 2013/14	2,098	
Total expenditure to date		200,000
Current Balance		100,000
Forecast total expenditure on completion		300,000
Forecast balance remaining on completion		0

Strategic Direction 3 – Improved Safety for Young Road Users

Joint DIER/Road Safety Levy Funded Project

653500 Graduated Licensing System (GLS) Review Project

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 now focus on addressing young driver licensing issues with a focus on community engagement and education.

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.
June 2013	Finalisation of preliminary evaluation and data analysis	November 2013	Completed – Report split into Part A and Part B.
October 2013	Comparative Analysis of Austroads evidence based component evaluation against existing Tasmanian GLS components	November 2013	Completed
November 2013	Prepare discussion paper for Strategic Workshop	December 2013	Completed
December 2013	Strategic Workshop - key internal stakeholders	December 2013	Completed
January 2014	Adopt holistic approach to young driver safety and communications plan	March 2014	Completed
February 2014	Prepare high level documents for incoming Minister and community consultation	April 2014	Completed
July 2014	Community and Stakeholder Consultation Plan	June 2014	In Progress.
TBA	Future milestones to be agreed with Minister		

Strategic Direction 3 – Improved Safety for Young Road Users

Status

Significant delays were experienced in the finalisation of the report by ARRB Group. This has impacted on a number of project milestones. In adopting a holistic approach, the Project now sits under a broad umbrella-project titled *Improving the Young Driver Pathway* along with the L2 Delivery and Driver Assessment Centre Review Project. The aim of bringing these projects under a single umbrella is to provide a central focal point for communication and engagement and ensure issues relating to young drivers are approached in a consistent manner across the individual projects. The preparation of high level documents for the new Government and the communications plan, preceding preliminary consultation, have been modified to reflect this approach.

Budget		
Total allocated budget for project per annum		80,000
Expenditure in 2012/13	10,000	
Expenditure in 2013/14	31,800	
Total expenditure to date		41,800
Current Balance		28,200
Forecast total expenditure on completion		70,000
Forecast balance remaining on completion		0

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 4 – Enhanced Vehicle Safety

Road Safety Levy Funded Project

654400 Australasian New Car Assessment Program (ANCAP)

Description

ANCAP aims to increase consumer awareness of the importance of purchasing a safer vehicle. Levy funds will be allocated annually to ANCAP for this purpose (approximately \$11,000 per annum).

Milestone Schedule

This funding will be provided on an ongoing basis for the life of the Road Safety Levy

Status

This is an ongoing program.

Budget

Total allocated budget for project per annum		12,000
Expenditure in 2009/10	0	
Expenditure in 2010/11	9,981	
Expenditure in 2011/12	10,310	
Expenditure in 2012/13	10,630	
Expenditure in 2014/15 (year to date)	10,863	
Total expenditure to date		41,874

Comments

Since 2010/11 the Road Safety Levy has been used to support ANCAP.

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	
Total allocated budget for project	N/A
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	284,028
Total expenditure to date	1,756,443

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 commencement of the Mandatory Alcohol Interlock System. Final programs and associated expenditure are almost completed and paid.

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	Completed
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	Completed
July 2013	Complete 1 x SDP (after hours, 9 week program) southern region	July 2013	Completed
July 2013	Complete 1 x SDP (9 week, South)	September 2013	Completed

Strategic Direction 5 – Complementary Initiatives

September 2013	Complete 1 x SDP (Condensed, afterhours) Sorell Program	November, 2013	Completed
September 2013	Complete 1 x SDP (Condensed) Launceston	November 2013	Completed
October 2013	Complete 1 x SDP (9 week) Bridgewater	December 2013	Completed
November 2013	Complete 1 x SDP (9 week) Burnie	January 2014	Completed
November 2013	Completed 1 x SDP (9 week) Devonport	January 2014	Completed
November 2013	Complete 2 x SDP (9 week) Launceston	January 2014	Completed
February 2014	Complete 1 x 3 day outreach program (Ulverstone)	March 2014	Completed
February 2014	Complete 1x SDP (9 week) Hobart	April 2014	Completed

Status

There are three final programs that are almost complete across the State (Devonport, Smithton, and Launceston). Since July 2013, 11 programs have been completed across the State with a total of 134 participant graduations.

From the commencement of this funding and by completion of these programs, Community Corrections will have seen the backlog of 24 programs completed. 13 of these have been nine week programs delivered during business hours, seven of these condensed programs often run in smaller outreach communities across the state, four have been run after hours. A total of 204 offenders have completed the program.

Budget (\$)	
Total allocated budget for project	\$180,000
Expenditure in 2012/13 to date	\$123,939
Forecast total expenditure on completion	\$55,934.88
Total expenditure to date	\$179,874
Forecast balance remaining on completion	\$126

Comments

The funding of \$180,000 from the Road Safety Levy has enabled 204 offenders to complete the program and 22 additional programs have been delivered state-wide, some in remote locations and after hours, which would not have been possible without this funding.

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	
January 2013	Grant Deed established	January 2013	Completed
January 2013	Grant funds transferred	January 2013	Completed
July 2013	Interim progress report presented by DMT	October 2013	Report timings were changed to align with 2012/13 LDMP Grant Funding six monthly reports. First report covers period to October 2013. The next report is due at the end of April 2014.
April 2014	Report to be presented by DMT	April 2014	Report presented.

Status

The DMT state-wide coordinator continues to provide ongoing leadership, advice and support to new, emerging and established LDMPs. In the period from March 2014 to June 2014 the DMT Coordinator has continued to assist LDMPs to achieve the following: over 150 volunteer mentor drivers dedicating in excess of 4,500 hours to approximately 200 disadvantaged learners across the Tasmania.

In June 2014 the Hodgman Government approved further funding of \$1.5M, from the Road Safety Levy, for three years, to support the LDMPs and DMT. Of this amount DMT will receive \$120,000 per year for the next 3 financial years to continue their operation and activities through the continued employment of the State-wide Coordinator.

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

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 partnerships with all 29 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

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.

In 2013 a successful CRSP Awards program, celebrating 10 years of operation was conducted. The ARRB Group has undertaken 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. The final report was presented to DIER in March 2014. The report will be considered and a proposal developed on its application to assess CRSP communities.

Budget

Annual budget for project		169,111
Expenditure in 2013/14	169,111	
Total expenditure to date		169,111
Current Balance		0
Forecast total expenditure on completion		169,111
Forecast balance remaining on completion		0

Comments

The CRSP program is an ongoing initiative.

Strategic Direction 5 – Complementary Initiatives

655860 Motorcycle Safety Package – Infrastructure

Description

The Hodgman Government made a commitment at the last State election to implement motorcycle safety measures along the Great Eastern Drive (the newly named section of the Tasman Highway from Orford to St Helens).

The rollout of motorcycle safety measures such as rub rail is aimed at the protection of motorcyclists who continue to be overrepresented in fatal and serious crashes in Tasmania.

This initiative has been included in the Strategy's Third Action Plan, with \$300,000 being allocated to the project from the Road Safety Levy over three years (i.e. \$100,000 per annum).

Milestone Schedule		Milestone Progress	
Date		Date	
May 2014	Motorcycle Safety Working Group Established	May 2014	Completed
July 2014	Endorsement of (year 1) 2014/15 infrastructure projects and work plan for years 2 and 3 by the Motorcycle Safety Working Group		
August 2014	Endorsement of (year 1) 2014/15 infrastructure projects and work plan for Year 2 and 3 by the RSAC		
September 2014	Endorsement of (year 1) 2014/15 infrastructure projects and work plan for Year 2 and 3 by the Minister for Infrastructure		
October 2014	Commencement of infrastructure projects for 2014/15 financial year (year 1)		
April 2015	Completion of 2014/15 financial year projects (year 1)		
July 2015	Identification and endorsement of 2015/16 projects (year2)		
October 2015	Commencement of infrastructure projects for 2015/16 financial year (year 2)		
April 2015	Completion of 2015/16 financial year projects (year 2)		
July 2016	Identification and endorsement of 2016/17 projects (year2)		
October 2016	Commencement of infrastructure projects for 2016/17 financial year (year 2)		
April 2017	Completion of 2016/17 financial year projects (year 3)		

Strategic Direction 5 – Complementary Initiatives

Status

To facilitate the development of infrastructure treatments for inclusion in the Motorcycle Safety Package the RSAC requested that a working group be formed to develop initiatives. The Motorcycle Safety Working Group has been established to facilitate the development of initiatives and contains representatives from the Tasmanian Motorcycle Council (TMC), Motor Accident Insurance Board (MAIB) and DIER.

At its meeting on 13 June, the Motorcycle Safety Working Group considered possible treatments and indicative costs of motorcycle infrastructure safety measures along the Great Eastern Drive. Working Group came to an in-principle agreement regarding the types of treatments to be implemented.

DIER's Transport Infrastructure Services unit is working with the TMC to finalise treatment locations for year 1 projects (2014/15), and is developing a forward work plan for years 2 and 3.

Budget (\$)	
Total allocated budget for project	300,000
Total expenditure to date	0
Current Balance	300,000
Forecast total expenditure on completion	300,000
Forecast balance remaining on completion	0

Funding

655870 Motorcycle Safety Package – Safety Programs and Training

Description

The Hodgman Government made an election commitment to carry out a full review of motorcyclist training and safety programs and have them assessed against best practice in other jurisdictions.

The Third Action Plan of the Strategy identifies public education to promote motorcycle safety and a review of training and safety programs for motorcyclists. \$200,000 has been allocated from the Road Safety Levy to fund such initiatives.

Milestone Schedule		Milestone Progress	
Date		Date	
May 2014	Motorcycle Safety Working Group Established	May 2014	Completed
July 2014	Endorsement by Motorcycle Safety Working Group of public education and safety programs for inclusion in Motorcycle Safety Package		
August 2014	Endorsement by RSAC of public education and safety programs for inclusion in Motorcycle Safety Package		
September 2014	Endorsement by the Minister for Infrastructure of public education and safety programs for inclusion in Motorcycle Safety Package		

Status

To facilitate the development of infrastructure treatments for inclusion in the Motorcycle Safety Package the RSAC requested that a working group be formed to develop initiatives. The Motorcycle Safety Working Group has been established to facilitate the development of initiatives and contains representatives from the Tasmanian Motorcycle Council (TMC), Motor Accidents Insurance Board (MAIB) and DIER.

DIER is developing options for consideration by the Motorcycle Working Group in relation to motorcycle training, public education and safety programs for inclusion in the Motorcycle Safety Package.

Funding

Budget (\$)	
Total allocated budget for project	200,000
Total expenditure to date	0
Current Balance	200,000
Forecast total expenditure on completion	200,000
Forecast balance remaining on completion	0

Funding

Road Safety Levy 2013/14

As at 30 June 2014

2013/14 Financial Year	Proposed Budget 2013/14	Actual (ytd) 2013/14
Opening Balance (at 1 July 2013)	8,162,233	
Revenue		
Road Safety Levy collected	13,000,000	12,512,580
Funds available for distribution	10,400,000	9,912,576
Total Funds available for distribution	18,562,233	18,074,809
Expenditure		
Safer Travel Speeds	1,050,000	668,471
Best Practice Infrastructure	10,388,206	6,811,488
Improved Safety for Young Road Users	100,000	33,898
Enhanced Vehicle Safety	62,000	25,584
Complementary Initiatives	595,000	549,509
Total	8,195,206	8,088,950
Closing Balance	10,367,027	9,985,859

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

Funding

Road Safety Initiatives 2013/14

As at 30 June 2014

2013/14 Financial Year	Budget	Actual 2013/14
Revenue		
Speeding Fines allocated to DIER for 2013/14	1,240,000	
Total	1,240,000	
Expenditure		
Community Road Safety Partnership	200,000	169,111
Point to Point Implementation	540,000	76,493
Line Marking	500,000	500,000*
Total		745,604

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

Funding

MAIB Funding

As at 30 June 2014

2013/14 Financial Year	Budget 2013/14	Actual 2013/14	Balance
Expenditure (DIER)			
Administration & Public Relations	388,815	173,918	214,897
Public Education	960,023	666,581	293,442
Research	244,443	2,940	241,503
	1,593,281	843,439	749,842
Expenditure (Police)			
Salaries	1,792,519	1,379,277	413,242
Operating Expenses	210,000	153,551	56,449
Equipment	518,225	193,355	324,870
	2,520,744	1,726,183	794,561
Total	4,114,025	2,569,622	1,544,403

Please note: Budget includes carry forwards of \$444,881 to DIER and \$189,143 to Police.

Statistics

Statistics Overview

2013

- There were 291 serious casualties (36 fatalities and 255 serious injuries) in 2013, up 7% on the 2012 total of 272 (31 fatalities and 241 serious injuries) but down 4.6% on the five year average of 305 serious casualties.
- Motorcyclists accounted for 28.5% of serious casualties. This is up 62.7% on 2012 and up 22.1% on the five year average.
- 19.9% of serious casualties occurred in the over 64 year old age group (36.1% of fatalities). This is up 20.8% on 2012 and 40.8% on the five year average.
- 134 of the 291 serious casualties, or 46%, occurred in 100km/m or 110km/h zones.
- The highest contributing crash factors in 2013 were; excessive speed for the conditions/circumstances (15.2%), inexperience (13.6%) drugs (8%) and alcohol (6.7%). *Note: more than one crash factor can be attributed to a single crash.*
- Run-off road continues to be the major crash type accounting for 46.6% of serious casualties, followed by head-on crashes with 15.5%.

To 30 June 2014

- There have been 161 serious casualties (17 fatalities and 144 serious injuries) to date in 2014, up 3.2% on the same period last year of 156 serious casualties (14 fatalities and 142 serious injuries) but down 6.1% on the five year average of 171.4 serious casualties.
- Motorcyclists account for 28.6% of serious casualties to 30 June. This is up 2.3% on the same time in 2013 and up 14.4% on the five year average as at 30 June.
- 39.8% of serious casualties have occurred in 100km/m or 110km/h zones.
- The highest contributing crash factors to date in 2014 are; excessive speed for the conditions/circumstances (11.7%), alcohol (9.9%), inattention (9.5%) and inexperience (8.5%). *Note: more than one crash factor can be attributed to a single crash.*
- Run off road crashes account for 50.6% of serious casualties.

Statistics

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

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

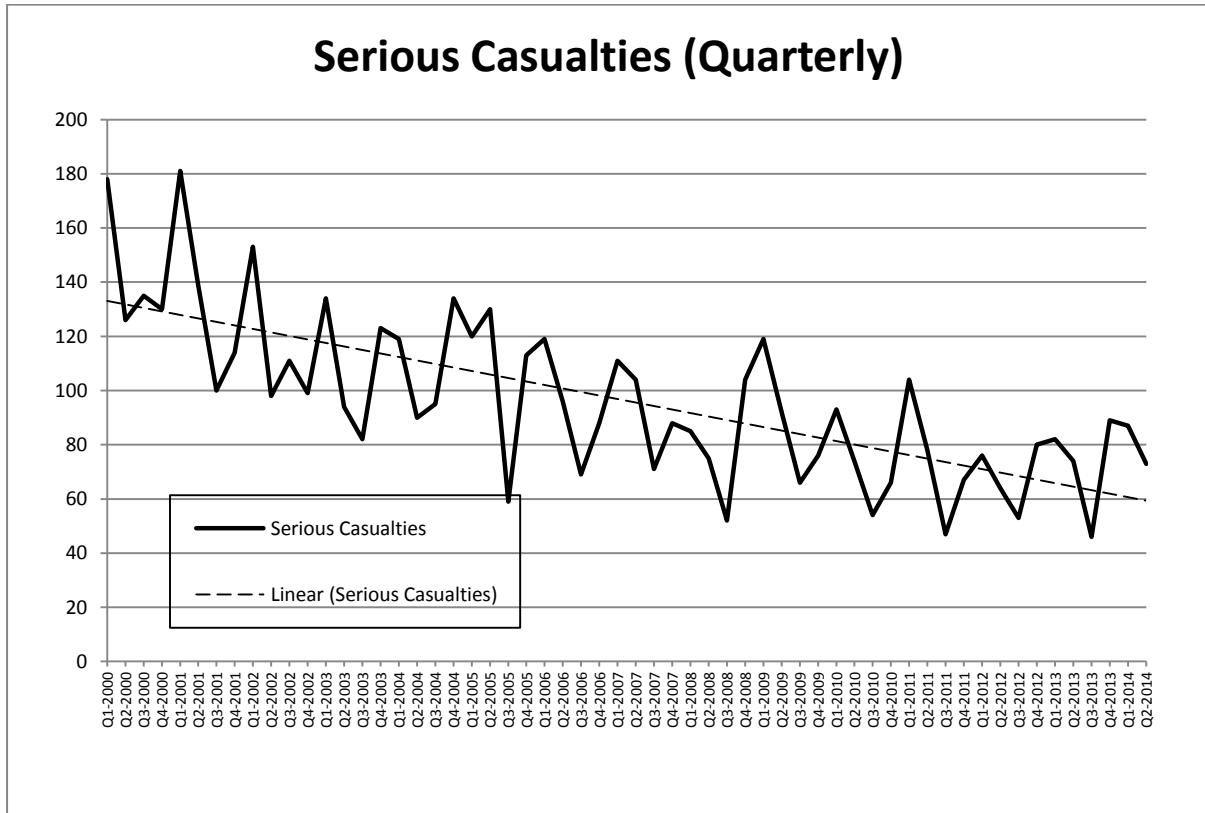
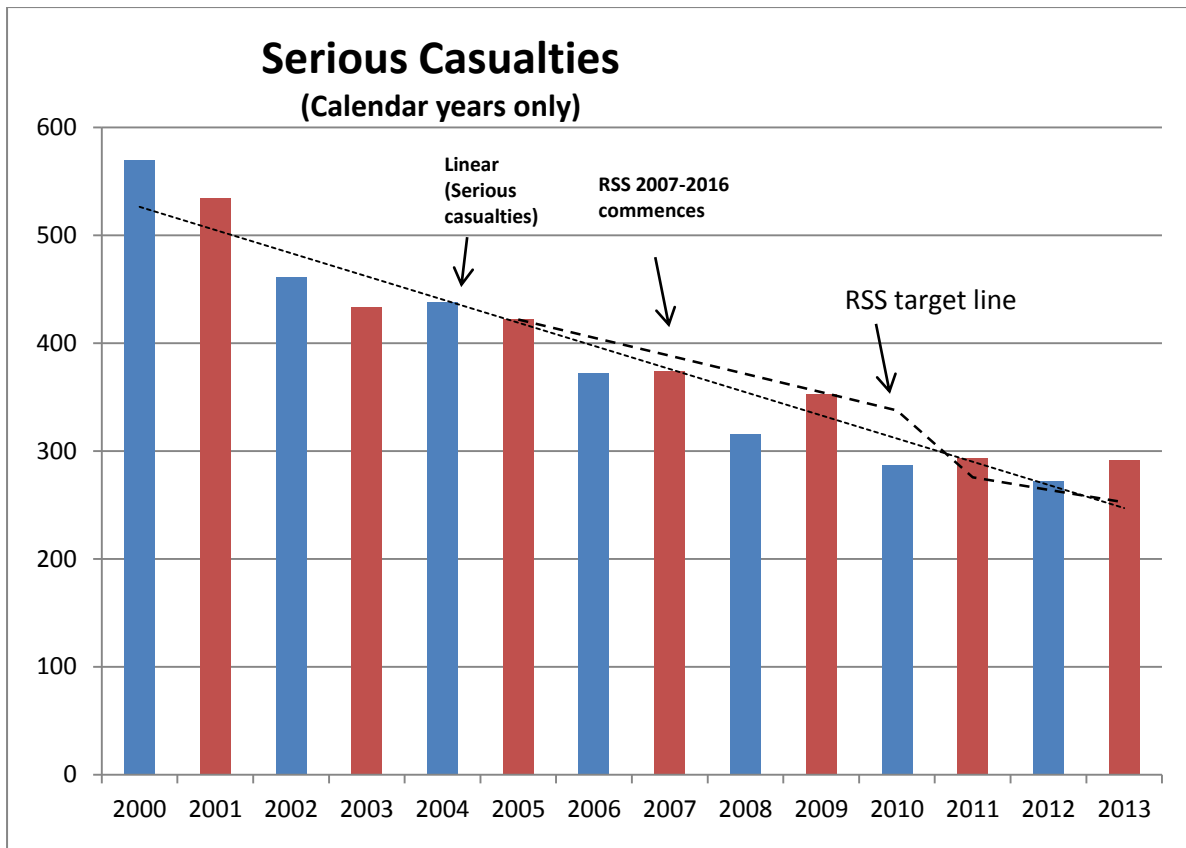
Tasmania Together Baseline

		2005	2006	2007	2008	2009	2010	2011	2012	2013
	TOTAL Serious Casualties	422	372	374	316	353	287	296	272	291
By Police District	North	124	94	87	28	98	70	84	92	91
	West	102	99	94	86	87	80	77	52	80
	South	78	71	65	67	56	51	55	51	60
	East	118	108	128	105	112	86	80	77	60
By Speed Zone	60 or less	136	124	110	120	132	96	103	91	109
	70-90	67	59	59	49	48	49	48	51	48
	100-110	219	189	205	147	173	142	145	130	134
	Not stated	0	0	0	0	0	0	0	0	0
By Road User Type	Driver	190	148	169	139	138	122	121	112	92
	Passenger	85	96	94	68	83	42	49	47	66
	Pedestrian	44	31	27	26	32	32	29	30	30
	Motorcyclist	78	80	66	68	76	76	72	57	82
	ATV Rider	6	4	11	7	11	4	5	5	3
	Bicyclist	17	12	7	8	13	10	20	20	18
	Other	2	1	0	0	0	1	0	1	0
By Age Group	Under 17	50	35	41	21	32	25	24	20	23
	17-29	136	144	131	116	130	95	99	85	91
	30-49	141	112	113	94	87	99	78	65	76
	50-64	46	43	51	43	58	38	50	53	43
	Over 64	45	37	35	38	46	29	45	48	58
	Not known	3	1	3	4	0	1	0	1	0
By Crash Type	<u>Multi-Vehicle</u>									
	From adjacent directions	30	21	24	22	19	17	12	12	16
	From opposing direction	64	94	74	58	57	56	66	60	45
	From same direction	18	18	9	18	12	14	17	15	13
	Overtaking	27	11	23	4	20	10	11	5	10
	Manoeuvring	20	18	29	28	31	18	18	14	22
	<u>Pedestrian & Other</u>									
	Pedestrian	43	32	26	26	32	33	34	35	30
	Passenger & Misc	13	5	3	2	3	2	3	5	6
	<u>Single Vehicle</u>									
	Off path on curve	118	98	107	79	107	81	83	76	75
	Off path on straight	80	64	70	71	65	47	45	44	59
On path	9	11	9	8	7	11	7	6	14	

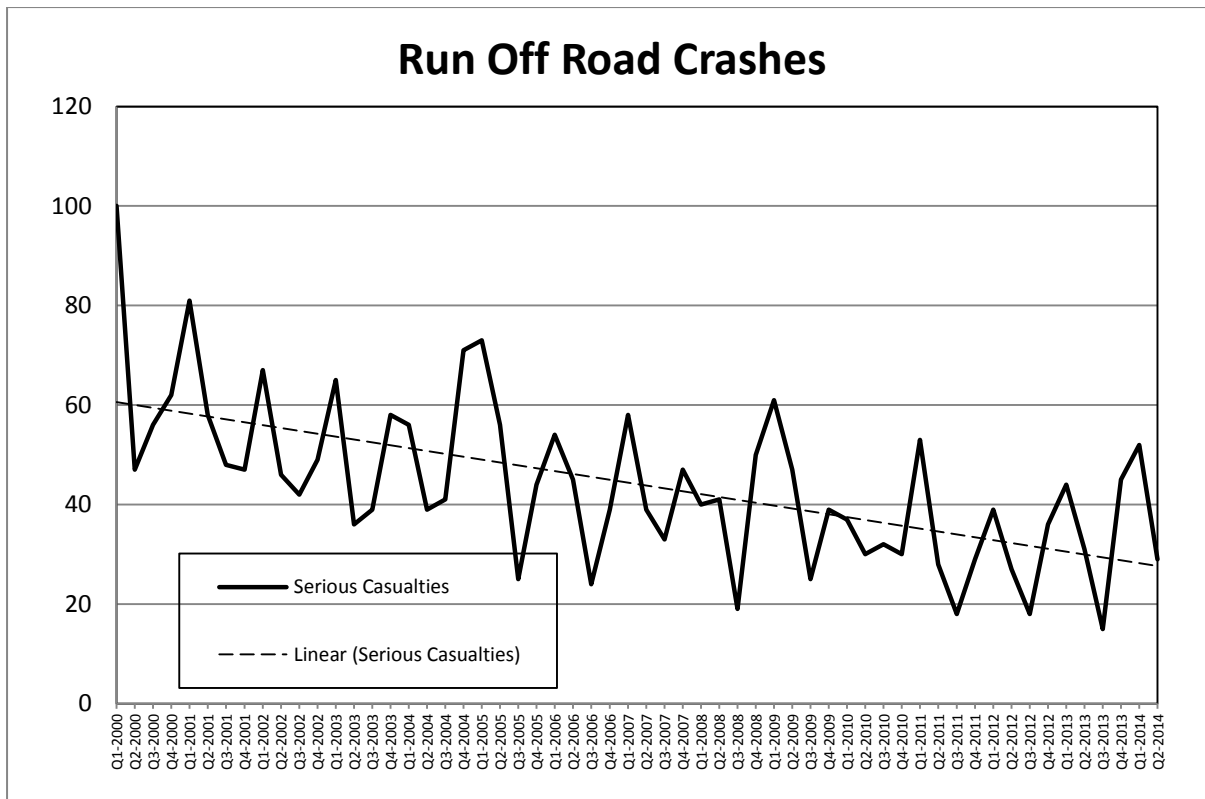
Statistics

		2005	2006	2007	2008	2009	2010	2011	2012	2013
	TOTAL Serious Casualties	422	372	374	316	353	287	296	272	291
	TOTAL Crash Factors	793	794	814	796	915	660	569	556	546
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	63	55	37
	Animal on road	4	4	8	8	4	15	5	6	8
	Asleep-fatigue	25	30	43	15	25	10	18	12	9
	Distraction – external to vehicle	19	17	32	30	40	42	37	25	30
	Distraction – in vehicle	14	19	12	13	12	15	9	10	16
	Drugs	32	38	62	48	53	31	24	23	42
	Exceeding speed limit	49	65	45	59	57	31	31	28	29
	Excessive speed for the conditions/circumstances	111	111	73	74	85	66	88	78	84
	Fail to give way	19	29	25	36	31	27	38	38	38
	Fail to obey traffic signals	3	6	5	7	2	6	5	3	9
	Fail to observe road signs & markings	31	12	17	21	25	18	12	27	21
	Improper overtaking	17	8	21	7	27	14	13	8	10
	Inattentiveness	186	145	147	160	158	74	11	12	33
	Inexperience	78	98	107	93	126	101	75	84	75
	Other	0	0	0	0	0	0	0	1	0
	Other obstruction on road	6	8	12	6	12	15	12	5	2
	Pedestrian on road	35	22	22	19	28	29	33	35	28
	Reversing without care	6	4	4	5	3	5	7	7	3
	Road defect	22	29	18	23	20	20	10	10	16
	Turning without care	7	15	12	19	22	18	20	21	17
Unwell-infirm	26	37	32	40	44	36	35	45	16	
Using a mobile phone	2	2	3	1	1	2	2	1	0	
Vehicle defect	23	18	28	18	49	15	21	22	12	

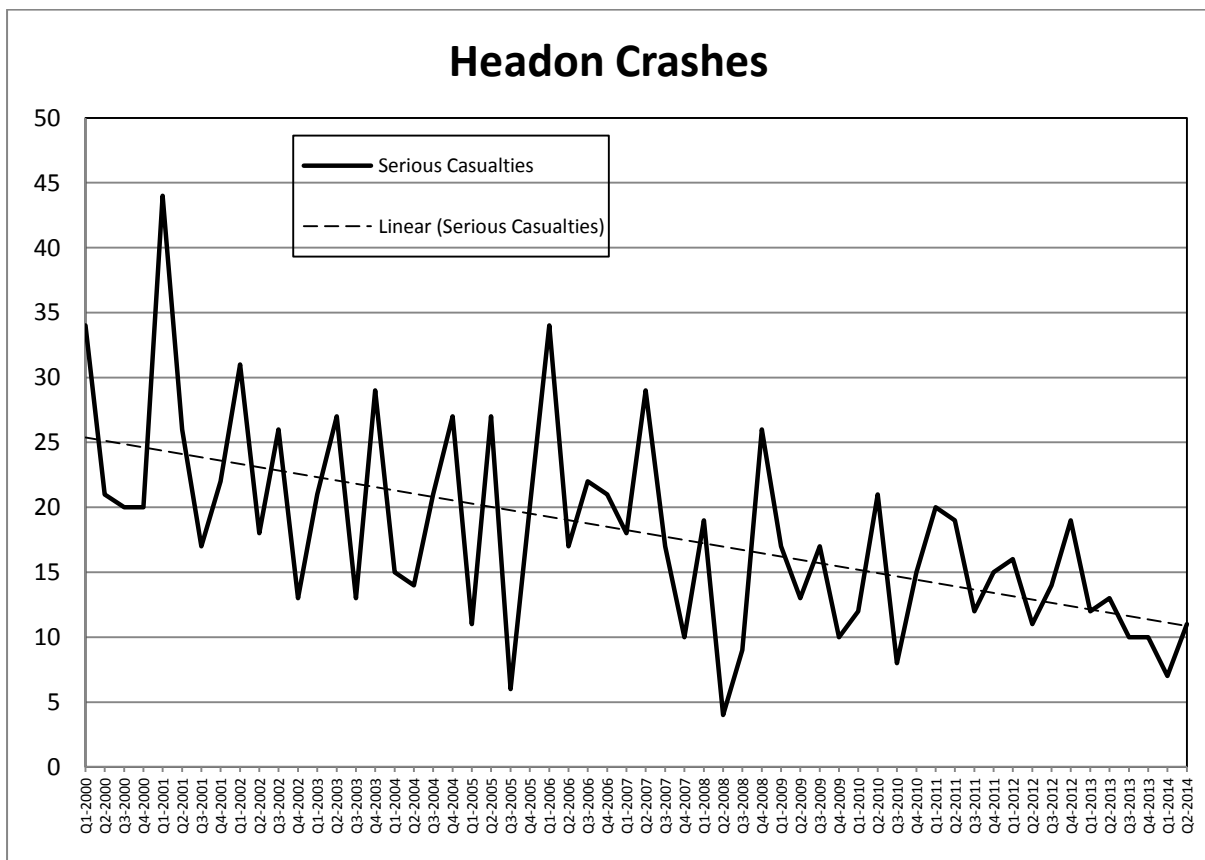
- Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



Statistics

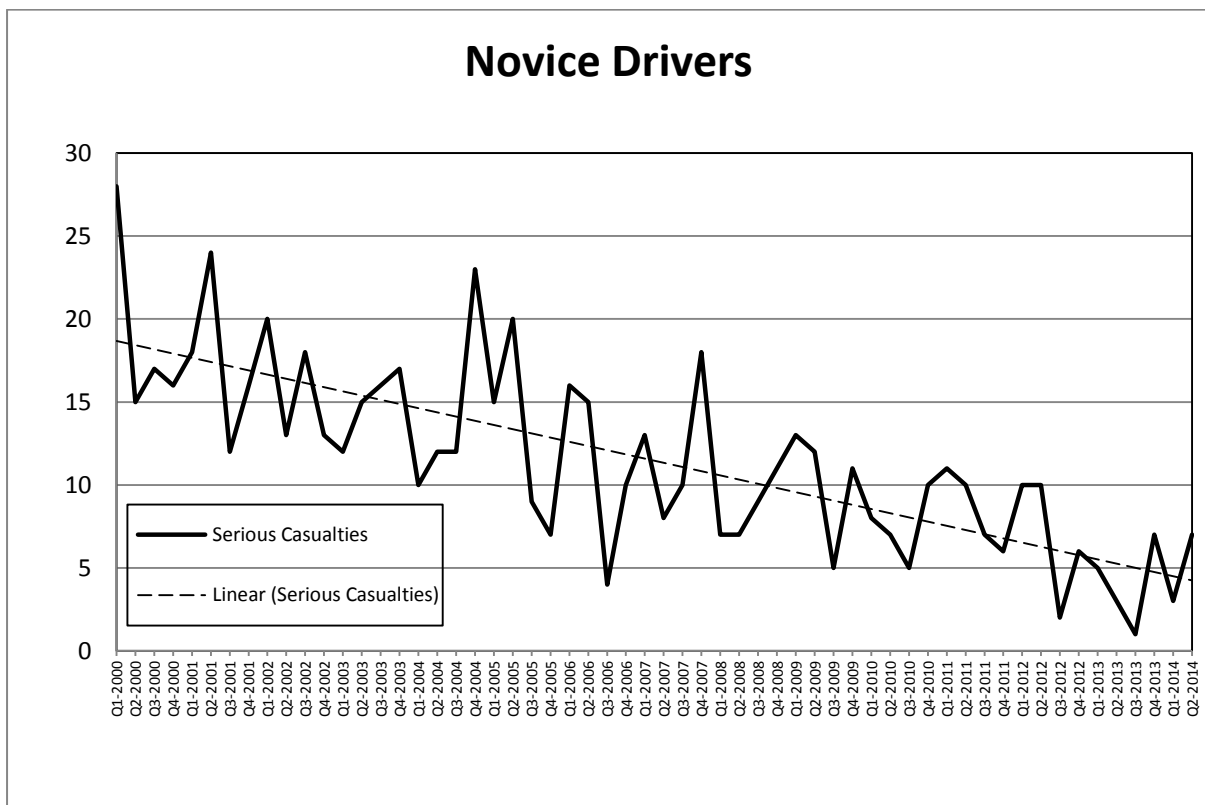
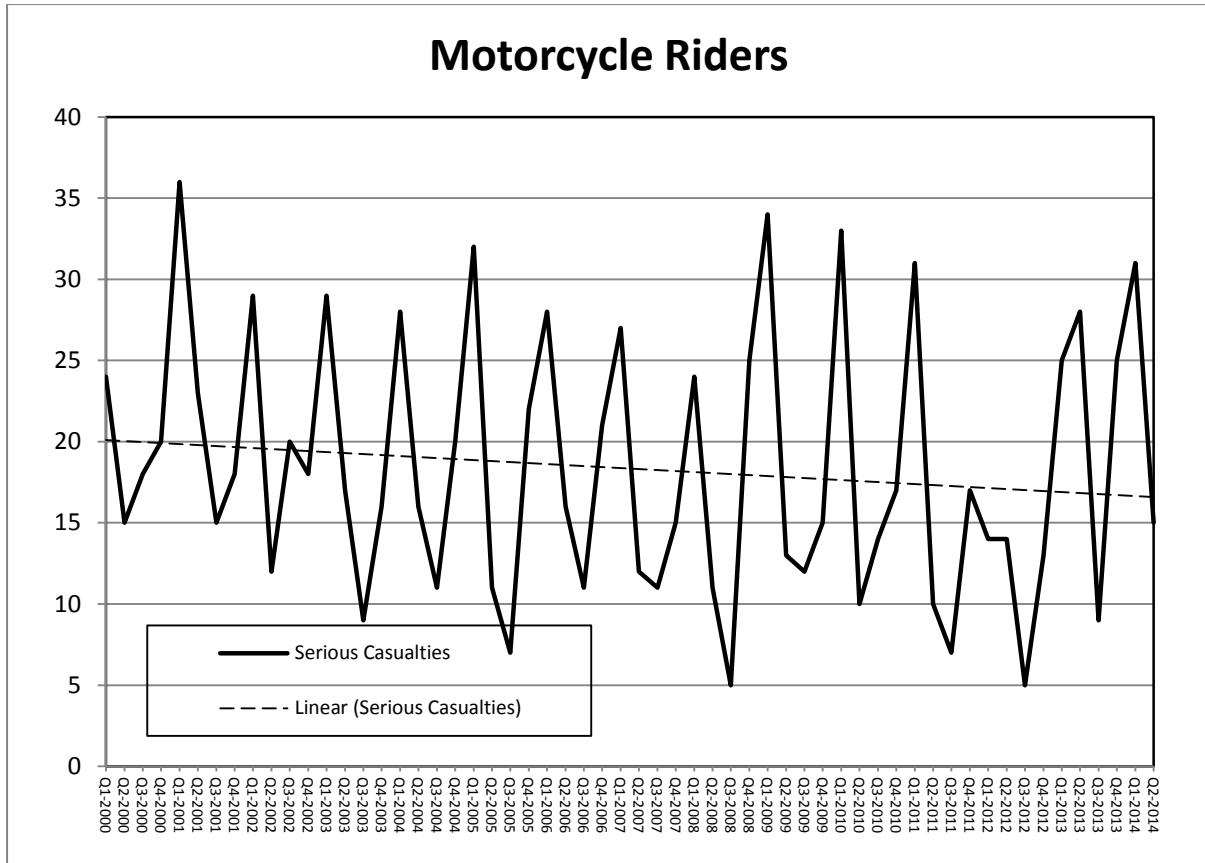


*Depicts serious casualties where a crash has occurred with the vehicle travelling off path through a curve or off path travelling straight



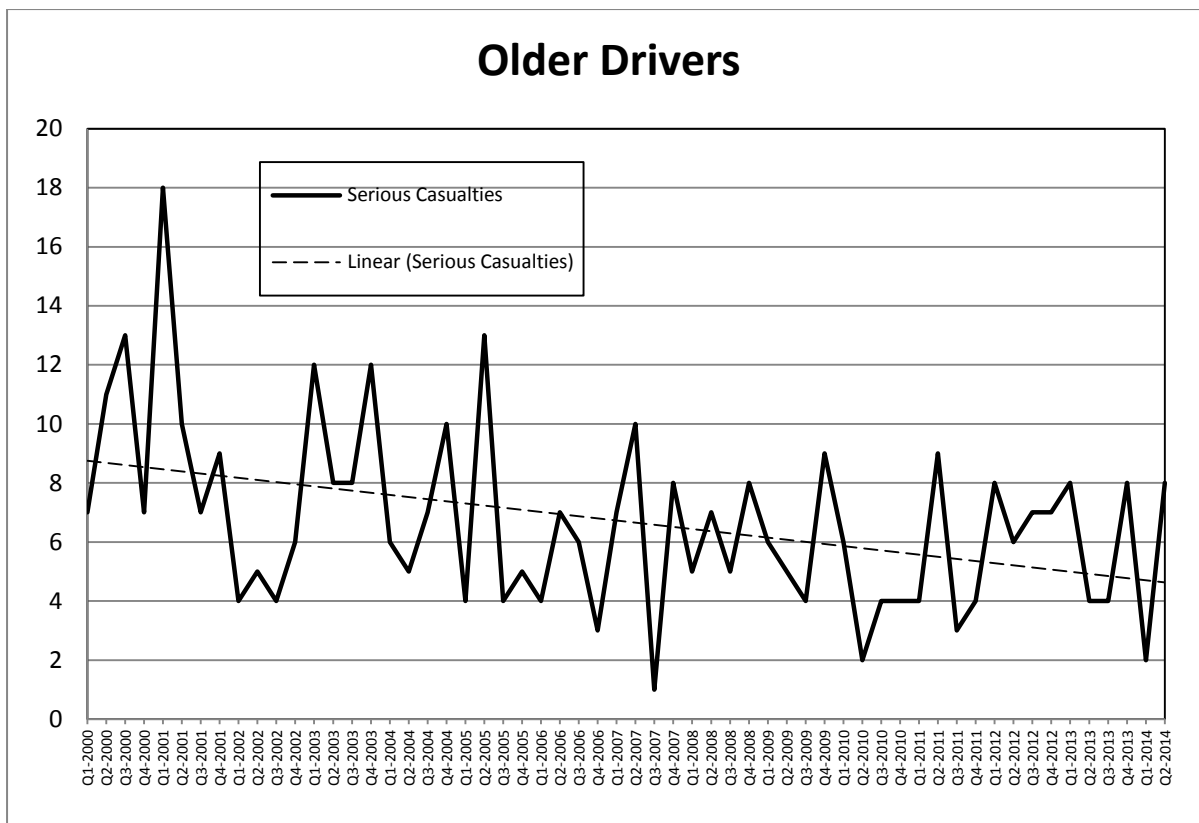
*Depicts serious casualties where a crash has occurred between vehicle from opposing directions

Statistics

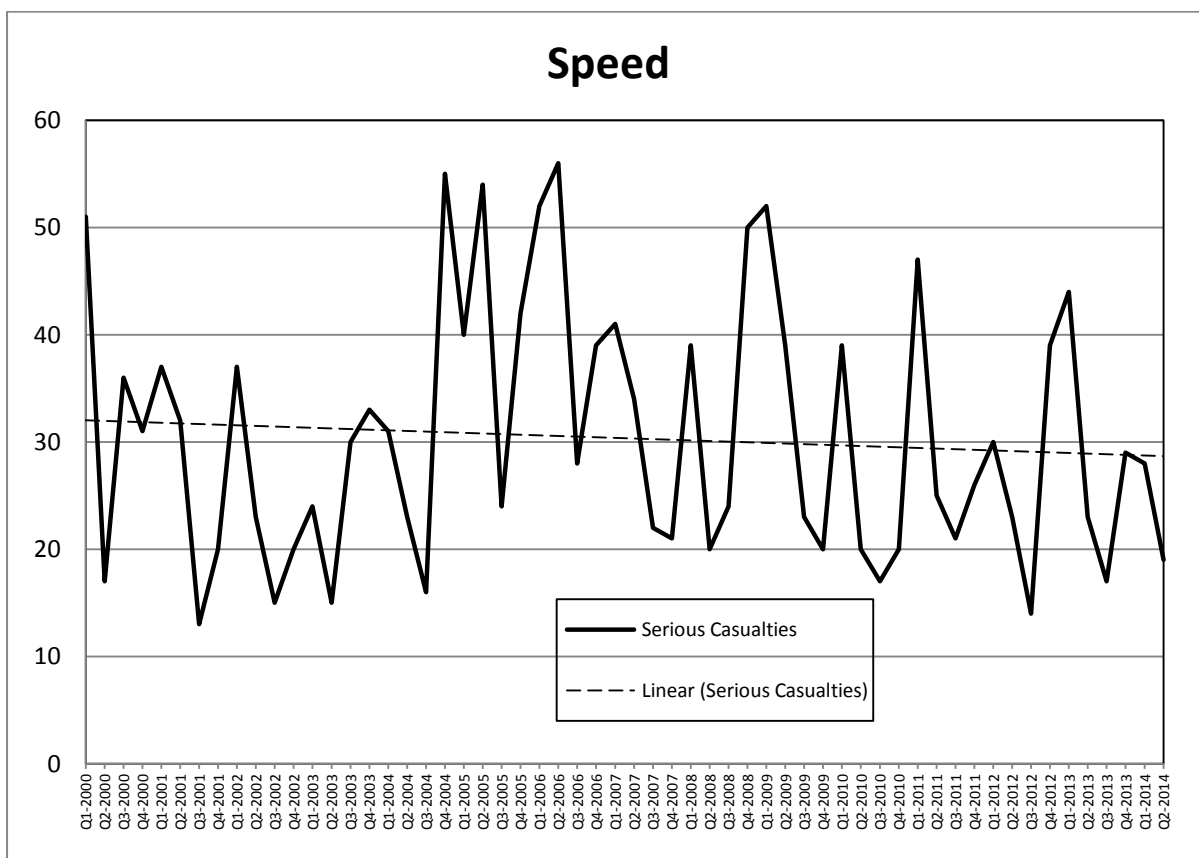


*Depicts serious casualties for drivers of a motor vehicle from 16 – 25 years of age

Statistics

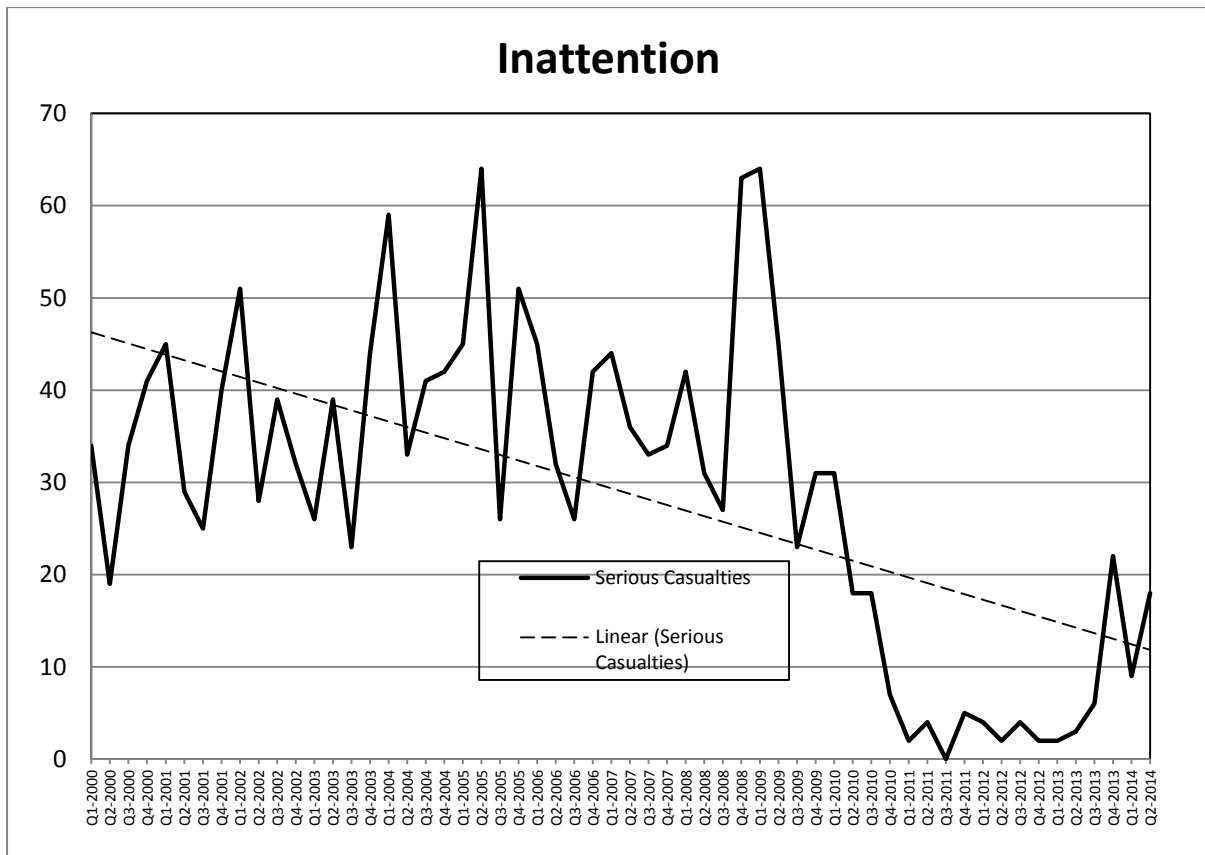


*Depicts serious casualties for drivers of a motor vehicle from 65 – 99 years of age

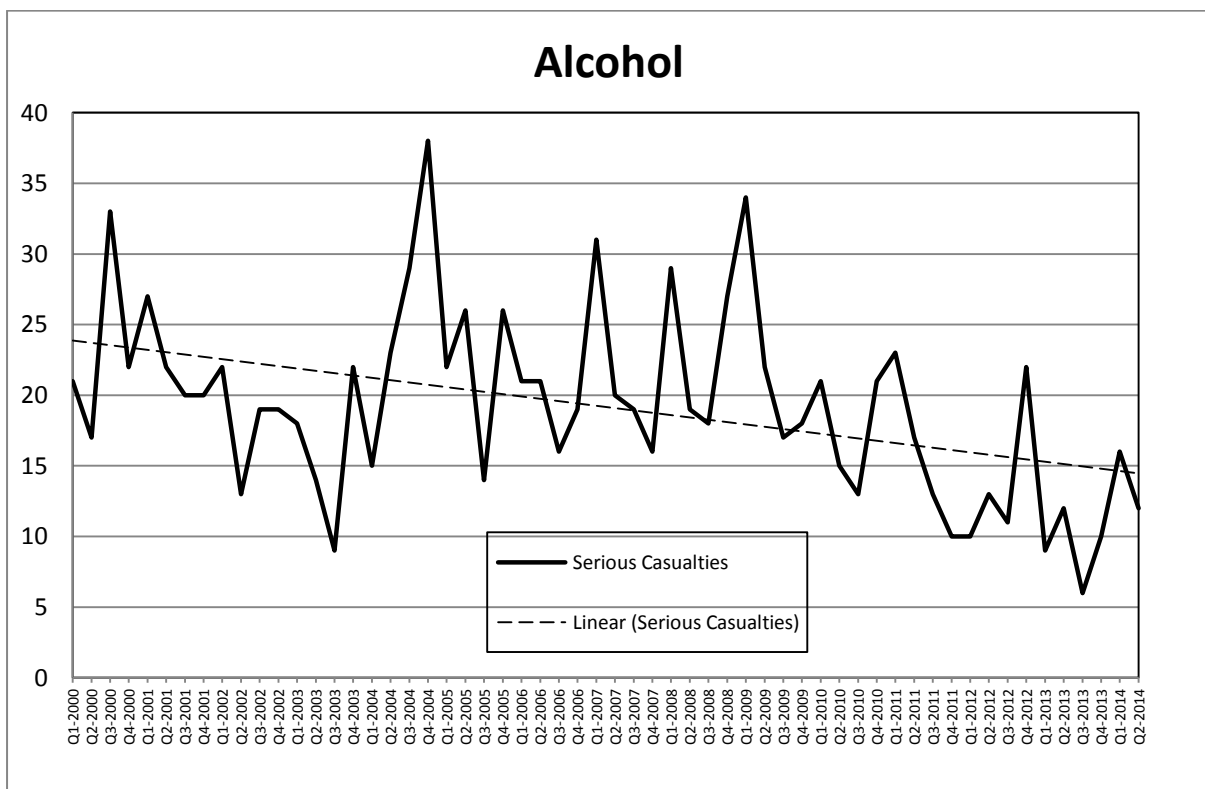


*Depicts serious casualties where the crash factor of exceeding the speed limit and/or excessive speed for the conditions/circumstances is listed as a contributing factor to the crash. There may be instances where both speed factors are recorded for a single crash.

Statistics

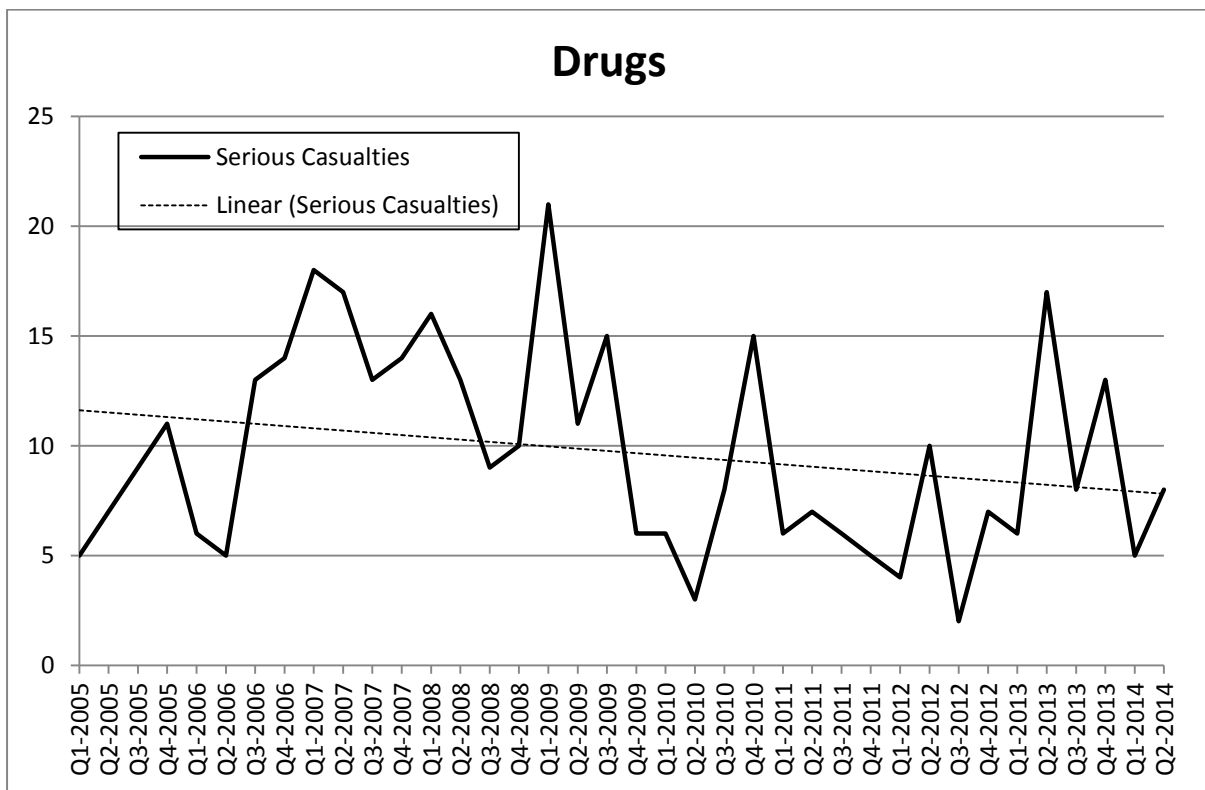
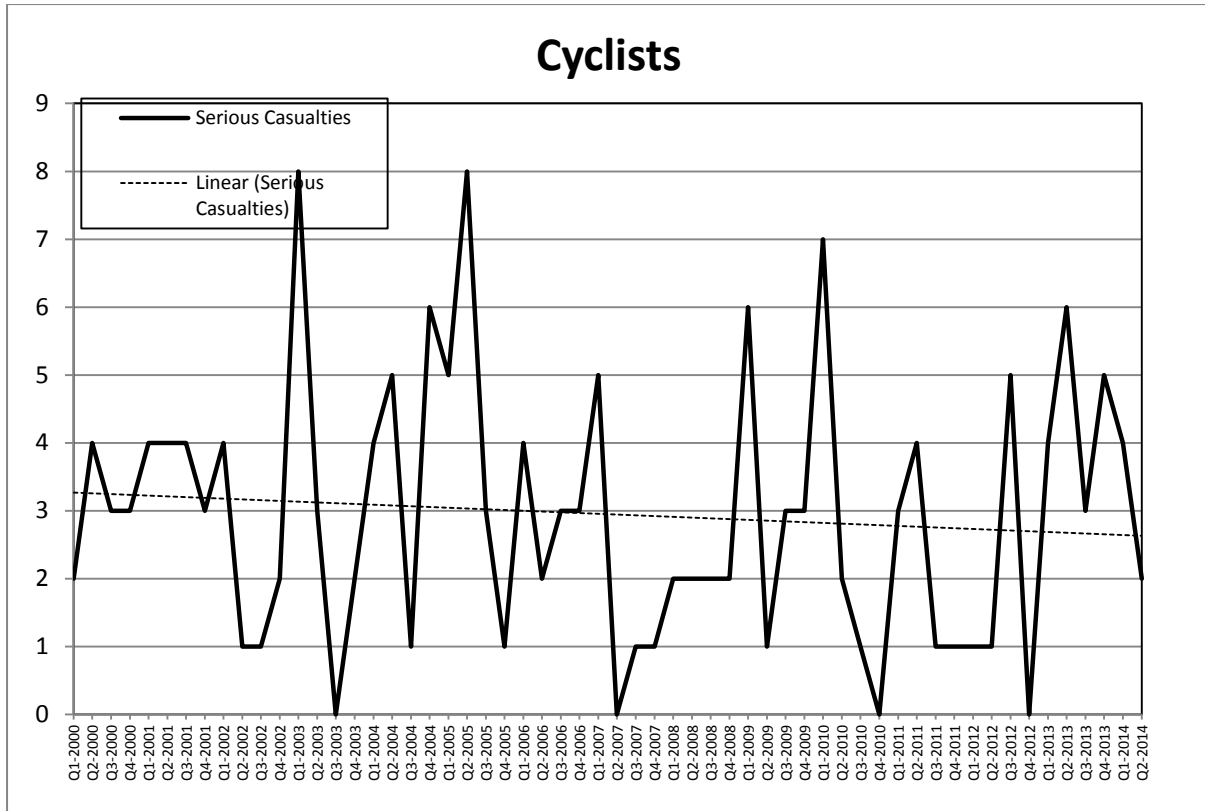


* From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



*Depicts serious casualties where alcohol is listed as a contributing factor

Statistics



*Depicts serious casualties where drugs are listed as a contributing factor