

# 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 2014*

## Executive Summary

### Executive Summary

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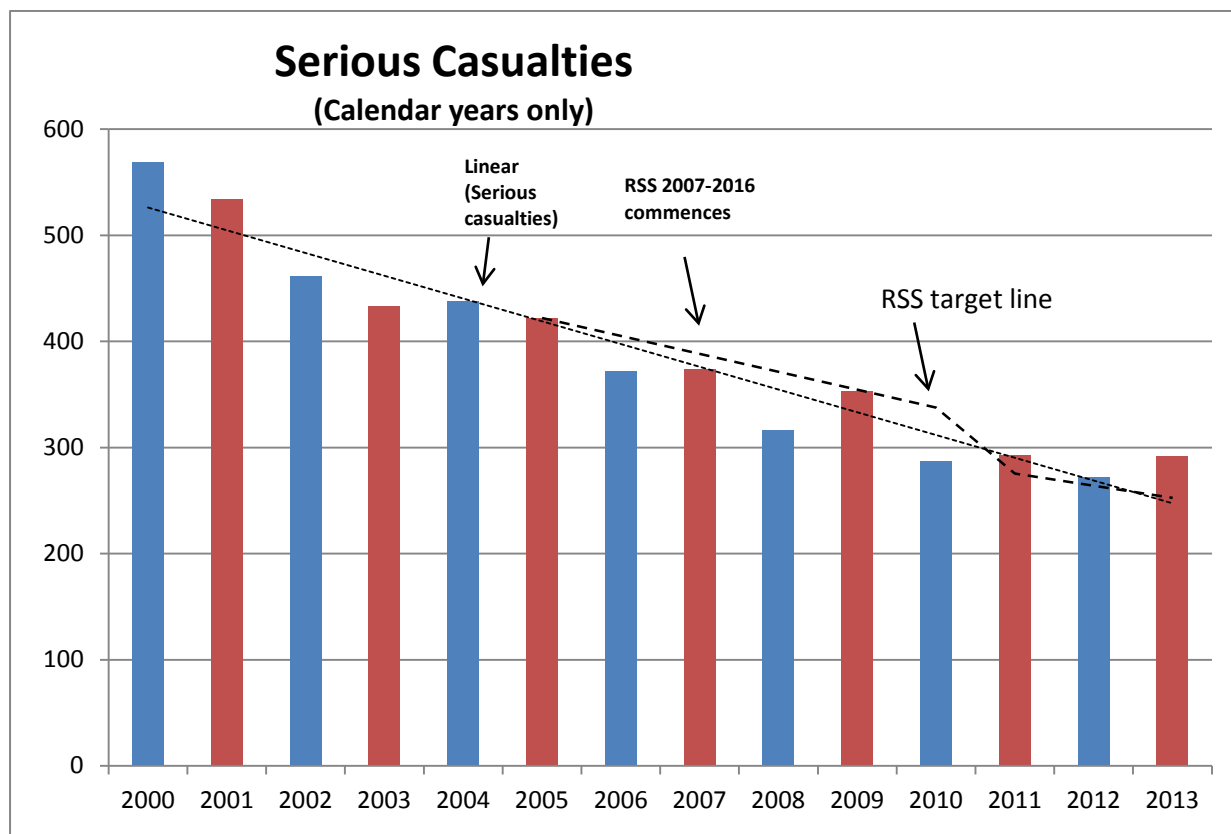
### Progress on meeting the Tasmanian Road Safety Strategy targets

- 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 292, compared to 272 in 2012, a 7.4% increase. This is a 4.3% 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 31 fatalities for 2012, a 16.1% increase. This is a 4.3% decrease on the five year fatalities average of 37.6 (2008 to 2012).
- There have been 213 serious casualties (26 fatalities and 187 serious injuries) to 30 September 2014, up 5.4% on the same period last year of 202 serious casualties (21 fatalities and 181 serious injuries) but down 5.1% on the five year average of 224.6 serious casualties.
- 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](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.



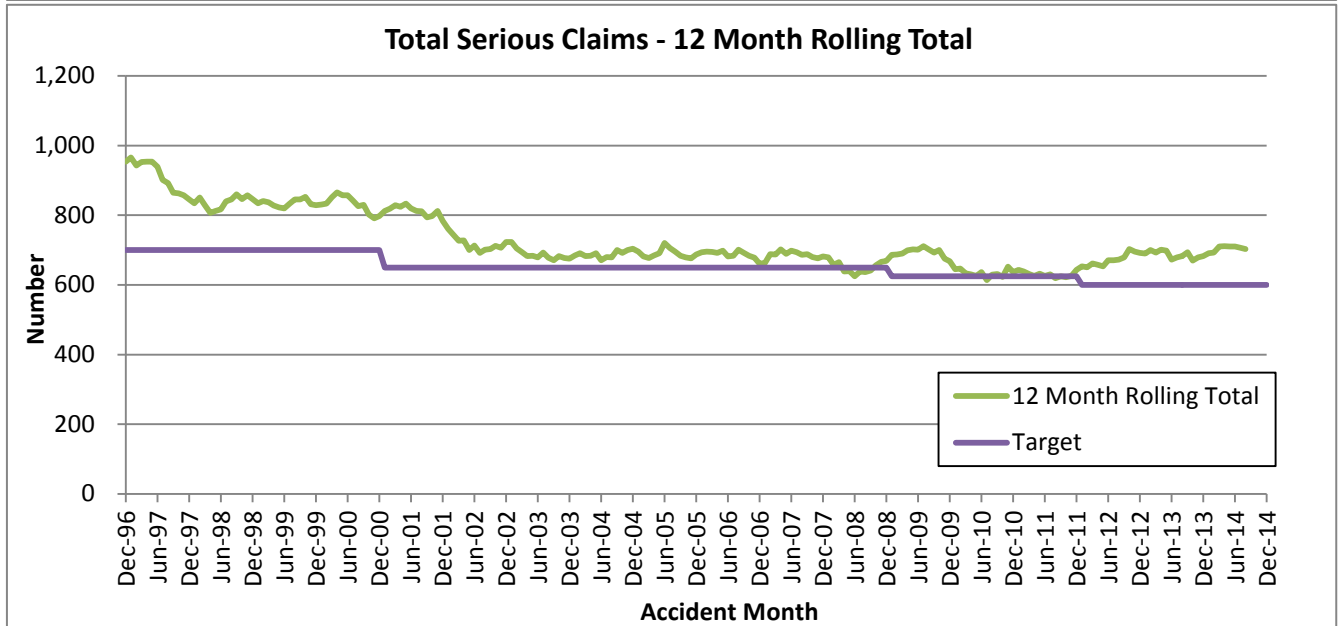
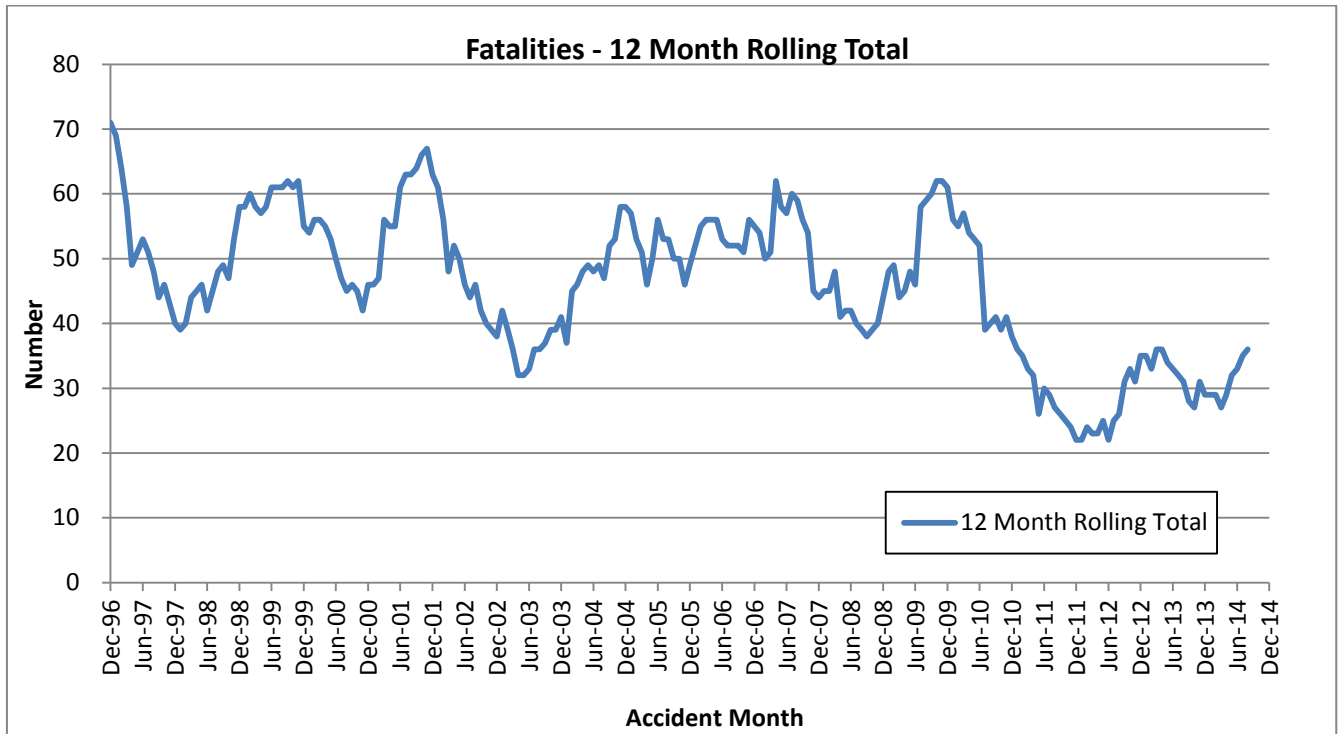
- The method above, used to access the TRSS target, compares two points in time – a comparison between the year 2005 and the year 2010.
- As an additional measure, the five year averages (and part thereof) are included below. This methodology smooths out anomalies between individual years and provides 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	286.6	-15.8	Period 2

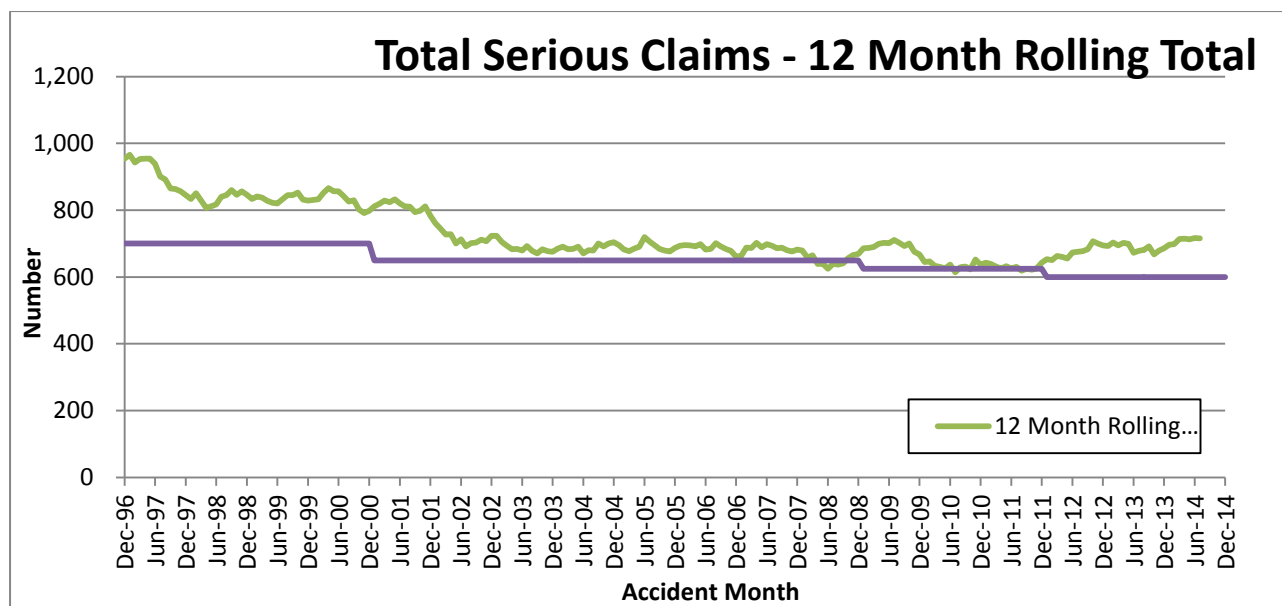
# Executive Summary

## 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.



## Executive Summary



## Executive Summary

### Key achievements since last report

#### Projects completed this quarter

- East Derwent Highway, Old Beach – Cassidy’s Road to Baskerville Road, all work has now been completed after the contractor finalised the bank stabilisation.
- Learner Driver Mentor Program 2012/2013 and 2013/2014 – the latest round of funding under this program has been successfully allocated to programs around the State.
- Point to Point – Stage 2 (Implementation) – as a Government budget savings measure, this project is no longer proceeding.

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

- 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.



## Executive Summary

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

#### **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**

Successful tenderer to be announced October 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.  
Successful tenderer to be announced October 2014 for work to commence spring/summer 2014-15.

#### **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**

Relocation of services almost complete to provide clear construction site. Tender for construction advertised August 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

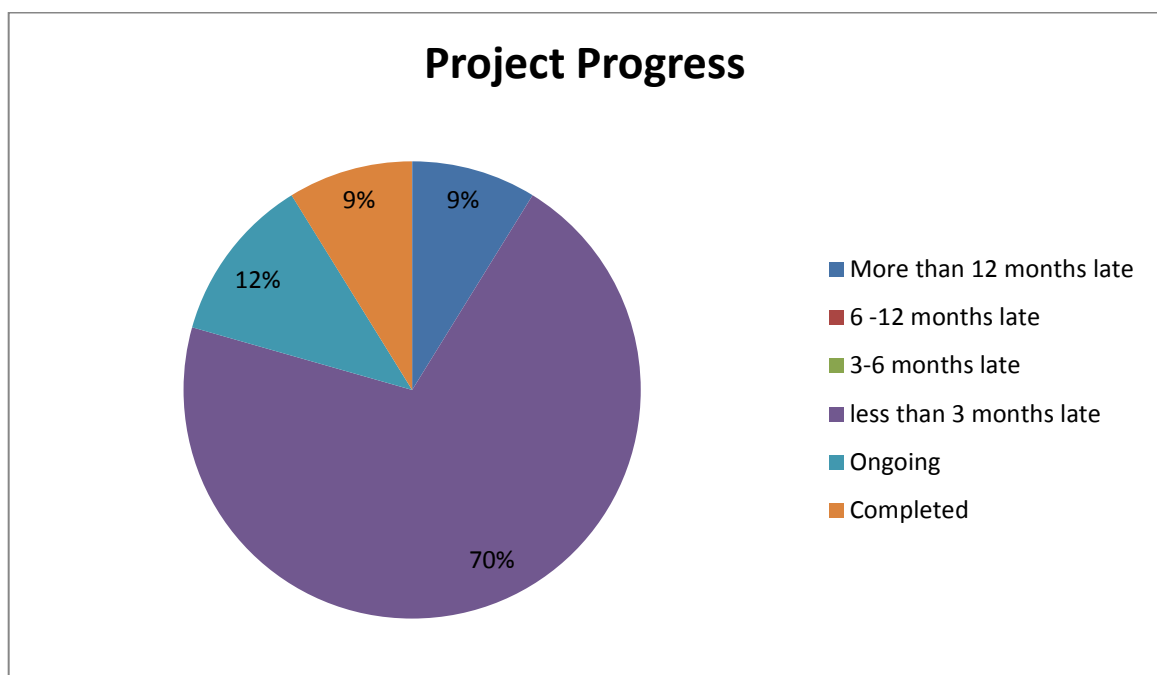
Better than expected contract price is expected to result in a saving of 19% on the estimated cost for this project.

## Executive Summary

Project progress: schedule and budget

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

Project progress	Number of projects
More than 12 months late	3
Between 6 and 12 months late	0
Between 3 and 6 months late	0
Less than 3 months late or on target	24
Ongoing	4
Completed	3
<b>TOTAL</b>	<b>34</b>



## 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 commenced 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

State Growth will develop 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.

However, this has not yet commenced due to higher priority projects.

Budget (\$)	
<b>Total allocated budget for project</b>	<b>1,000,000*</b>
Expenditure in 2012/13	85,639
Expenditure in 2013/14	520,473
Expenditure in 2014/15	19,556
<b>Total expenditure to date</b>	<b>625,668</b>
<b>Current Balance</b>	<b>374,334</b>
<b>Forecast total expenditure on completion</b>	<b>1,000,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

### 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 Levy Funded Project

#### 651870 Fixed Speed Camera Program

##### Description

Fixed pole infrastructure will be established to support Tasmania Police's existing eight (8) speed cameras. Pole mounting maximises the automation benefit of speed cameras and increases enforcement capacity by releasing police camera operators to undertake additional active enforcement.

While the Project will incorporate site selection methodology, consideration will be given to high volume traffic locations such as main arterial routes out of cities that possess a speed related crash risk. This approach is consistent with Recommendation 5 of the *Auditor-General's Special Report No. 85: Speed Detection Devices*.

Speed cameras will continue to operate under existing legislative provisions and use existing backend infrastructure and processes.

Milestone Schedule		Milestone Progress	
Date		Date	
Dec 2014	Fixed Camera Site Determination	Oct 2014	Site & desktop identification completed. Site approval to be determined by Steering Committee
Dec 2014	Launch of media campaign	Oct 2014	Project Briefing to Media & Comms Services
March 2015	Proof of Concept	Oct 2014	Not Commenced
May 2015	Site engineering and development	Oct 2014	Not Commenced
April 2015	Camera adaption & enclosure build	Oct 2014	Not Commenced
June 2015	Install equipment on-site	Oct 2014	Not Commenced

##### Status

Project is on track. Project implementation commenced August 2014. Desktop and site assessments have been completed on a variety of sites state-wide, utilising proven site selection methodology. Department of State Growth is assisting with site engineering and preparation.

Budget (\$)	
<b>Total allocated budget for project</b>	<b>470,000</b>
Expenditure in 2014/15	5,000
<b>Total expenditure to date</b>	<b>5,000</b>
<b>Current Balance</b>	<b>465,000</b>
<b>Forecast total expenditure on completion</b>	<b>470,000</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 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 State Growth 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.		CLOSED

Budget			
<b>Total allocated budget for project</b>			<b>1,890,400</b>
Expenditure in 2010/11		20,000	
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

The Government has advised that as a budget savings measure, implementation of point to point average speed enforcement will not proceed at this stage.

## 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	Incurred costs ratified	June 2013	None required.
August 2013	Incurred costs ratified	September 2013	None required.
November 2013	Incurred costs ratified	December 2013	None required.
February 2014	Incurred costs ratified	March 2014	Claims received.
May 2014	Incurred costs ratified	June 2014	Claims being processed.
August 2014	Incurred costs ratified	Sept 2014	Claims to be processed next quarter.
November 2014	Incurred costs ratified		
February 2015	Incurred costs ratified		
May 2015	Incurred costs ratified		
August 2015	Incurred costs ratified		

Budget (\$)		
<b>Total allocated budget for project</b>		<b>600,000</b>
Expenditure in 2012/13	30,643	
Expenditure in 2013/14	69,287	
Expenditure in 2014/15 to date	19,785	
<b>Total expenditure to date</b>		<b>119,715</b>
<b>Current Balance</b>		<b>175,105</b>
<b>Forecast total expenditure on completion</b>		<b>294,820</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

In August 2014, RSAC approved a budget adjustment of \$305,180 to allow funds to be allocated to the increased Government commitment from the Road Safety Levy to the Midland Highway Safety Improvements Program. State Growth will pick-up the cost of maintaining infrastructure installed under the Road Safety Levy program when the funds are spent.



## 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>			
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.
<b>Stage 2</b>			
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.
		September 2014	Tender advertised late July; successful tenderer to be announced in October.

## Strategic Direction 2 – Best Practice Infrastructure

### Status

Stage 1: all work completed.

Stage 2: scoping began in January 2014; tender was advertised end July 2014 and contract will be awarded October 2014. Work will commence in the 2014-2015 construction period.

<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	848,541	
Expenditure in 2014/15 to date	16,770	
<b>Total expenditure to date</b>		<b>1,073,697</b>
<b>Current Balance</b>		<b>3,783,231</b>
<b>Forecast total expenditure on completion</b>		<b>4,856,928</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

In August 2014, RSAC agreed that \$3.64m from the Esk Main Road Shoulder Sealing and Edge Lining and Safety Improvements project be re-allocated to the Road Safety Levy's commitment to the Midland Highway Safety Improvements Program, to enable an increase of the Levy commitment from \$16m to \$20m over the period to November 2017.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### 655860 Motorcycle Safety Package – Infrastructure Safety Improvements

##### 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). Motorcyclists continue to be over-represented in fatal and serious crashes in Tasmania.

The rollout of motorcycle safety infrastructure treatments is aimed at reducing the risk of injury to motorcyclists in the event of a crash.

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	July 2014	Completed
August 2014	Endorsement of (year 1) 2014/15 infrastructure projects and work plan for Year 2 and 3 by the RSAC	August 2014	Completed
September 2014	Endorsement of (year 1) 2014/15 infrastructure projects and work plan for Year 2 and 3 by the Minister for Infrastructure	September 2014	Completed
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 (year 3)		
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 (year 3)		
October 2016	Commencement of infrastructure projects for 2016/17 financial year (year 3)		
April 2017	Completion of 2016/17 financial year projects (year 3)		

## Strategic Direction 2 – Best Practice Infrastructure

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).

### Status

The Road Safety Advisory Council and the Minister for Infrastructure have endorsed the recommendation to allocate \$300,000 from the Road Safety Levy to fund motorcycle safety improvements for the three years 2014/15, 2015/16 and 2016/17. \$101,700 has been allocated to fund infrastructure treatments on the Great Eastern Drive in 2014/15 (year 1). Work to install these treatments will begin in October 2014 with completion scheduled for end April 2015.

A forward work program is being developed for (years 2 and 3) which will consider further treatments on the Great Eastern Drive, on gateways to this section of the Tasman Highway and potential treatments in the Sheffield area.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>300,000</b>
Expenditure in 2014/15 to date	0	
<b>Total expenditure to date</b>		<b>0</b>
<b>Current Balance</b>		<b>300,000</b>
<b>Forecast total expenditure on completion</b>		<b>300,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R340003 Ice Prevention Program – Treatment Trial at Vince’s Saddle, Huon Highway

##### Description

In response to a Coroner’s report on a fatal accident resulting from black ice, A Wet and Icy Traffic System (WITS) system was proposed as a mechanism to alert motorists to the presence or potential presence of black ice on the road, which is not readily visible to the naked eye when driving.

During the detailed design phase of a WITS at Vince’s Saddle the Department of State Growth became aware of an alternative, lower cost method of achieving the same outcome - the use of Temperature Activated Pavement Markers (TAPMs).

The New Zealand Transport Agency is currently trialling the TAPMs at various ice-prone locations. The installation of TAPMs at Vince’s Saddle will be undertaken as a trial in Tasmania to determine their effectiveness in changing driver behaviour to better drive to the road conditions.

Solar powered TAPMs have in-built temperature gauges and activate when the air temperature reaches a critical point where ice may form. The active pavement markers flash blue, warning motorists that the road surface may be slippery with black or white ice.

Advantages of TAPMs are that they are low-technology and low cost. This means that treatment can be applied over larger areas or more sites and risk of failure is lower than the more technically complex WITS.

Milestone Schedule		Milestone Progress	
Date		Date	
July 2014	WITS detailed design plan completed	Sept 2014	Completed
September 2014	Approval to trial TAPMs at Vince’s Saddle	Sept 2014	Completed
December 2014	Scope installation of TAPMs		
January 2014	Procure TAPMs		
April 2014	Install TAPMs		

##### Status

At the August 2014 meeting, RSAC endorsed that Temperature Activated Pavement Markers be installed as a trial along the 5km of the Huon Highway at Vince’s Saddle for winter 2015, to provide a simple inexpensive infrastructure alternative to a more complex Wet and Icy Traffic System (WITS); and that a WITS no longer be considered at that site. Approval was provided for the remaining funds allocated to the detailed design phase of the WITS at Vince’s Saddle on the Huon Highway to be used to purchase and install TAPMs at the site.

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>	
<b>Total allocated budget for project</b>	<b>100,000</b>
<b>Expenditure in 2014/15 to date</b>	<b>22,112</b>
<b>Total expenditure to date</b>	<b>22,112</b>
<b>Current Balance</b>	<b>77,888</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

#### R340004 Weather Warning Signs – Tunnel Hill, Tasman Highway

##### Description

The installation of two adverse weather warning signs at Tunnel Hill, Tasman Highway forms part of the Department of State Growth's coordinated monitoring, evaluation and upgrading of the Variable Speed Limit (VSL) system on the Tasman Highway between the Cambridge Road Interchange and Liverpool Street, Hobart.

The provision of a VSL system on this section of the Tasman Highway was funded by the Road Safety Levy; the system went 'live' in January 2013 and incorporates a Road Weather Information Station (RWIS) at Tunnel Hill. The RWIS is fully automated and speed limits on the VSL signs are lowered at Tunnel Hill when the RWIS detects wet or icy road conditions.

Analysis of traffic data generated in the first 12 months of the VSL system's operation suggested that compliance is poor when speed limits are reduced, if the reason for lowering the speed limit is not immediately apparent, eg the presence of black ice.

Research has shown that driver compliance to lowered speed limits significantly increases when a reason is provided. The proposed warning signage at Tunnel Hill will provide adverse weather warning advice to drivers. Increased driver response time to lowered speed limits at Tunnel Hill, will decrease the likelihood of a crash along this section of the highway.

One weather warning sign will be placed for inbound traffic and one for outbound traffic. Each sign will be able to display either 'wet road' or 'icy road' depending on road conditions.

Milestone Schedule		Milestone Progress	
Date		Date	
November 2014	Warning Signs ordered		
March 2014	Warning signs delivered		
April 2014	Installation of warning signs and period of testing		
May 2014	Warning signs fully operational		

##### Status

At the May 2014 meeting, RSAC endorsed the addition of weather warning signs at Tunnel Hill to complement the RWIS and VSL infrastructure already installed.

## Strategic Direction 2 – Best Practice Infrastructure

Budget (\$)	
<b>Total allocated budget for project</b>	<b>50,000</b>
Expenditure in 2014/15 to date	0
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>50,000</b>
<b>Forecast total expenditure on completion</b>	<b>50,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>



## 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	
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 with 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	Announced August 2014.
December 2014	Final funding provided by State Government for 2013/14 projects after completion audit	September 2014	1 project completed; 4 delayed; 1 withdrawn and 1 postponed.
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

#### Round 1 – 2013-14

One project, Glenorchy City Council's Brooker Highway off-ramp at Claremont Link Road, was completed with a saving of 30% on the budget estimate.

The two projects due for completion by end August 2014 have been delayed due to weather constraints and will be completed by November 2014. Two other projects have extensions to the end of the calendar year.

One of the two projects being reviewed (Launceston City Council's Dilston footpath) was completely re-scoped following community consultations and re-submitted in the 2014-15 funding round; it was given approval for funding. The other project, Derwent Valley Council's footpath at Westerway has been withdrawn due to constraints of the site, difficulty in complying with Australian Standards and delays in design and planning.

#### Round 2 – 2014-15

The Program Steering Committee has approved in-principle funding for 11 projects in the 2014-15 financial year. The total estimated cost of these projects is \$424,670. Three projects were also recommended for re-scoping to meet the Program's objectives, with one later being withdrawn by a council. The remaining two have been reassessed against the assessment criteria and will be considered by the Project Steering Committee in October for funding in 2014/15.

Budget (\$)	
<b>Total allocated budget for project</b>	<b>1,500,000</b>
Expenditure in 2012/13	0
Expenditure in 2013/14	329,200
Expenditure in 2014/15 to date	167,918
<b>Total expenditure to date</b>	<b>497,118</b>
<b>Current Balance</b>	<b>1,002,882</b>
<b>Forecast total expenditure on completion</b>	<b>1,500,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

### Comments

Agreed funding amount for Glenorchy City Council was \$70,100 and actual expenditure was \$49,918 providing a saving of \$20,182 which was carried forward to the 2014-15 funding round. Two projects completed in previous quarter were paid in this quarter.

Budget adjustments were made for: Launceston City Council's footpath at Dilston \$30,000 and Derwent Valley Council's footpath at Westerway \$110,000. Funds from these two projects were carried forward to the 2014-15 funding round.

## 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.
June 2013	All work completed	Sept 2014	All work completed.

## Strategic Direction 2 – Best Practice Infrastructure

### Status

Contractor undertook work in September to batter the banks. All construction work is now complete.

<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	68,037	
Expenditure in 2014/15 to date	4,766	
<b>Total expenditure to date</b>		<b>1,663,222</b>
<b>Current Balance</b>		<b>336,778</b>
<b>Forecast total expenditure on completion</b>		<b>2,000,000</b>

### Comments

Awaiting invoice from contractor for work on battering the bank.

## 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.
		Sept 2014	Line marking now scheduled for late summer 2015.

##### Status

Minor pavement issues have resulted in a short delay to the proposed final line marking from spring 2014 to summer 2015.

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>		
<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	3,948,030	
Expenditure in 2014/15 to date	34,002	
<b>Total expenditure to date</b>		<b>6,418,318</b>
<b>Current Balance</b>		<b>1,331,682</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>

## 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 2014.
		June 2014	Final line marking to be done spring 2014.
		Sept 2014	Line marking now scheduled for late summer 2015.

##### Status

Minor pavement issues have resulted in a short delay to the proposed final line marking from spring 2014 to summer 2015.

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>		
<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	873,962	
Expenditure in 2014/15 to date	149	
<b>Total expenditure to date</b>		<b>5,148,628</b>
<b>Current Balance</b>		<b>2,216,372</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>



## 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 State Growth 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 State Growth 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.
		Sept 2014	Tender advertised August 2014.

##### Status

Relocation of services and other site preparation works almost complete. Tender for construction work was advertised in August 2014, submissions to be assessed in October 2014 with announcement of successful tenderer due November 2014.

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>750,000</b>
Expenditure in 2012/13	37,988	
Expenditure in 2013/14	49,673	
Expenditure in 2014/15 to date	21,745	
<b>Total expenditure</b>		<b>109,406</b>
<b>Current Balance</b>		<b>640,594</b>
<b>Forecast total expenditure on completion</b>		<b>750,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

### Comments

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.
		Sept 2014	Tender advertised August 2014.

##### Status

Tender for East Tamar Highway and Bass Highway audible line marking advertised in August 2014 and submissions assessed in September 2014. Prices quoted were very competitive and lower than anticipated with potential savings to the project. Successful tenderer to be announced October 2014.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>1,100,000</b>
Expenditure in 2013/14	0	
Expenditure in 2014/15 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

#### 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.
		Sept 2014	Tender advertised August 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 for Bass Highway and East Tamar Highway audible line marking advertised in August 2014 and submissions assessed in September 2014. Prices quoted were very competitive and lower than anticipated with potential savings to the project. Successful tenderer to be announced October 2014.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>2,400,000</b>
Expenditure in 2013/14	322,433	
Expenditure in 2014/15 to date	1,171	
<b>Total expenditure</b>		<b>323,604</b>
<b>Current Balance</b>		<b>2,076,396</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 Levy Funded Project

#### 655833 Cycling Warning Signage on Popular Cycling Routes

##### Description

The Hodgman Government made a commitment at the last State election to increase safety for cyclists on the road network. Designing a new cycling sign and identifying sites for installation on roads that cyclists frequently use, forms part of this initiative.

Focus group testing was undertaken to determine the most effective warning signage option based on a selection of images and words currently used in other Australian jurisdictions.

A new Tasmanian advisory sign indicating a minimum passing distance of 1.5 metres when motorists pass cyclists on roads above 60km/h and one metre at speeds of up to and including 60km/h, and a supplementary plate with the words 'pass cyclists safety' is to be installed along high use cycling roads.

Roads selected for installing new cycling warning signage were determined in consultation with local councils and bicycle advocacy groups.

Milestone Schedule		Milestone Progress	
Date		Date	
July 2014	Focus group testing to be undertaken by consultant	July 2014	Completed
August 2014	Sign concept to be approved by Minister	August 2014	Completed
September 2014	Minister to publically announce new signage Work to commence on identifying locations for the installation of signs New sign drawing	September 2014	Ministerial announcement in September 2014. Work commenced on location of signs. Drawing being developed.
November 2015	Communications Strategy to be developed on educating the public on the purpose and message of the signs		
November 2014 – January 2015	Consultation with local government to occur		
February 2015	Roll out of signs to commence		
February 2015	Minister to announce start of roll out of signs		
End March 2015	Roll out of signs complete		
March 2015	Minister to launch		

## Strategic Direction 2 – Best Practice Infrastructure

### Status

A Communications strategy is currently being developed for the education and promotion of the signs' purpose and message.

In consultation with councils, work has begun on identifying locations for signs on selected routes. A State Growth Standard Drawing for the new sign is being developed.

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>100,000</b>
Expenditure in 2014/15 to date	12,346	
<b>Total expenditure to date</b>		<b>12,346</b>
<b>Current Balance</b>		<b>87,654</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 Initiatives Funded Project

156040 /156045 Local Road Line Marking 2013/14

#### Description

State Growth has historically assumed responsibility for maintenance of line marking on local roads. Recurrent State Growth funding 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. State Growth 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

#### Status

Line marking for the 2014-15 year will commence in spring.

#### Budget (\$)

<b>Total allocated budget for year 2014/15</b>		<b>500,000</b>
Expenditure 2014/15 to date	0	
<b>Total expenditure to date</b>		<b>0</b>
<b>Current Balance</b>		<b>500,000</b>
<b>Forecast total expenditure on completion</b>		<b>500,000</b>
<b>Balance remaining on completion</b>		<b>0</b>

## 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, State Growth 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

<b>Budget</b>		
<b>Total allocated budget for project</b>		<b>300,000</b>
Expenditure in 2012/13	200,000	
Expenditure in 2013/14	2,098	
Expenditure in 2014/15	100,000	
<b>Total expenditure to date</b>		<b>302,098</b>
<b>Current Balance</b>		<b>0</b>
<b>Forecast total expenditure on completion</b>		<b>302,098</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

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

### Road Safety Levy Funded Project

#### 653300 Learner Driver Mentor Programs Grant Funding 2014/2015

##### Description

The Hodgman Government has allocated \$1.5 million over three years (2014 -2017) from the Road Safety Levy to continue to support Learner Driver Mentor Programs (LDMPs) and Driver Mentoring Tasmania (DMT), in recognition of their significant contribution towards assisting disadvantaged learner drivers successfully enter the licensing system.

Programs can now apply for unlimited Government funding to establish, consolidate or expand their LDMP, providing a strong business case can be demonstrated.

Milestone Schedule		Milestone Progress	
Date		Date	
November 2014	LDMP Funding program advertised		
November 2014	Funding application period closes		
December 2014	Funding Assessment Panel assesses applications		
December 2014	Applicants notified of outcome		
December 2014 – January 2015	Grant deeds provided to programs		
June 2015	Six monthly Program Evaluations received		

##### Status

The first round of a new three year funding program for LDMPs will be administered in December 2014/January 2015.

For the first round, funding will be for a period of six months, until June 2015. The following funding rounds (2015/2016 and 2016/2017) will be for 12 months periods.

Budget	
<b>Total allocated budget for project</b>	<b>N/A*</b>
Expenditure in 2014/15	<b>0</b>
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>0</b>
<b>Forecast total expenditure on completion</b>	<b>0</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

\*Note: Funding for DMT is included in the \$1.5 million allocated. For each funding round no annual limit is to be applied. However, there is approximately \$363,000 per annum available to distribute to LDMPs. Programs seeking funding must demonstrate a business case for all planned expenditure.

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

### Road Safety Initiatives Funded Project

#### 653600 Novice Driver Speed Limits

##### Description

The Hodgman Government made an election commitment to permit P1 drivers to drive at 90km/h in 100km/h zone and 100km/h in a 110km/h zone, in line with other jurisdictions.

Following a policy review, it was determined that the new P1 speed restrictions would be extended to the following licence classes to enable a smooth and safe implementation:

- L2 car licences: to enable learners at the L2 stage to gain experience at the higher speeds with a supervisory driver, before driving solo at the P1 stage. The P1 stage is the most high risk driving stage for drivers;
- ‘Non-novice’ car learner licences: these are where the learner driver has previously held a full licence and to ensure consistency with other learner licence holders; and
- Heavy vehicle learner licences: for consistency with other learner licence holders.

Motorcycle Learner (including non-novice) and P1 licences are excluded from the new increased speed limits due to their over representation in crash statistics and the current motorcycle training and safety review being undertaken by the Department of State Growth.

To implement the election commitment amendments to the *Road Rules 2009* will be required. A comprehensive communication package will also be required to educate and inform motorists sufficiently prior to the implementation of the change.

Milestone Schedule		Milestone Progress	
Date		Date	
30 September 2014	Policy review finalised	Mid-September 2014	Complete
30 September 2014	Minister approves policy and the funding allocation to be spent from the road safety levy to communicate the changes	30 September 2014	Complete
30 September 2014	Project Plan and Communications Plan drafted	30 September 2014	Complete
Mid October 2014	Approval from minister to progress the regulatory amendments		
Mid October 2014	Project Plan and Communication Plan approved		
Early December 2014	Amended regulations tabled in parliament		
Early January 2015	Targeted communication strategy commences		
2 March 2015	Regulations take effect		

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

<b>Budget</b>	
<b>Total allocated budget for project</b>	<b>50,000</b>
Expenditure in 2014/15	35,755
<b>Total expenditure to date</b>	<b>35,755</b>
<b>Current Balance</b>	<b>14,245</b>
<b>Forecast total expenditure on completion</b>	<b>50,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

### Comments

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

### Joint State/Road Safety Levy Funded Project

#### 653500 Graduated Licensing System (GLS) Review Project

##### Description

To undertake a preliminary evaluation of 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 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.
November 2014	National GLS framework presented to the Transport and Infrastructure Council for endorsement		
January 2015	Future project direction to be agreed with Minister		

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

### Status

The review is currently on hold until a number of activities that fall under the broad umbrella-project titled *Improving the Young Driver Pathway*, including the alternative L2 practical driving assessment delivery model and the new novice driver speed limits are progressed. The future project directions will also need to be agreed with by the Minister, which is expected in January 2015.

It is expected that the review in the future will consider the proposed National GLS framework which is being presented to the Transport and Infrastructure Council in November 2014. The national framework outlines three GLS models a 'Standard GLS', an 'Enhanced GLS' and an 'Exemplar GLS'. The framework recommends that States progress towards alignment with the Enhanced GLS model.

The framework acknowledges that all jurisdictions need to take into consideration their particular circumstances to ensure feasibility of particular components of the Standards GLS model to work towards national consistency.

<b>Budget</b>	
<b>Total allocated budget for project per annum</b>	<b>70,000</b>
Expenditure in 2012/13	10,000
Expenditure in 2013/14	31,800
Expenditure in 2014/15 to date	
<b>Total expenditure to date</b>	<b>41,800</b>
<b>Current Balance</b>	<b>28,200</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 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

<b>Total allocated budget for project per annum</b>		<b>12,500</b>
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)	11,157	
<b>Total expenditure to date</b>		<b>42,078</b>

##### 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

<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	284,028
Expenditure in 2014/15 to date	71,773
<b>Total expenditure to date</b>	<b>2,474,176</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. The Government has committed \$1.5 million from the road safety levy to continue to support DMT and LDMPs for the next three years. Of this funding \$120,000 will be provided to DMT each year for the next three financial years, commencing 2014/15 to support DMT and in particular to continue the role of the state-wide coordinator.

The remaining funding of \$1.14 million will be used to support LDMPs through the 2014-17 LDMP Grant Funding program.

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.
July 2014	Grant Deed Established	July 2014	Completed
August 2014	Grant Funds transferred	August 2014	Completed
January 2015	6th Month Report Due	January 2015	

##### Status

The DMT state-wide coordinator continues to provide ongoing leadership, advice and support to new, emerging and established LDMPs. In the period from July 2014 to September 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 September 2014 DMT, in partnership with the Department of State Growth, conducted a state-wide workshop for representatives of all LDMPs to inform and discuss the Government's commitment of \$1.5M, from the Road Safety Levy, for three years, to support the LDMPs and DMT. At this workshop representatives provided input and feedback to assist the directions of DMT and strengthen its relationship with the individual LDMP organisations.

Budget	
<b>Total allocated budget for project</b>	<b>120,000</b>
Expenditure in 2014/15	120,000
<b>Total expenditure to date</b>	<b>120,000</b>
<b>Current Balance</b>	<b>0</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 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		Funding endorsed to undertake training review and implement changes resulting from this process
August 2014	Endorsement by RSAC of public education and safety programs for inclusion in Motorcycle Safety Package		Funding endorsed to undertake training review and implement changes resulting from this process
September 2014	Endorsement by the Minister for Infrastructure of public education and safety programs for inclusion in Motorcycle Safety Package		Funding endorsed to undertake training review and implement changes resulting from this process

##### Status

To facilitate the development of infrastructure treatments, safety programs and a training review 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 and contains representatives from the Tasmanian Motorcycle Council (TMC), Motor Accidents Insurance Board (MAIB) and State Growth.

RSAC and the Minister for Infrastructure have endorsed up to \$50,000 to undertake a review of motorcycle training and safety measures in Tasmania. They have also endorsed up to \$150,000 to implement any changes to motorcycle training resulting from the review, for motorcycle safety measures and public education, which RSAC provided in-principle support for subject to further detail being provided. The procurement process has begun to engage a consultant to undertake the training review, with possible changes to be implemented by July 2015.

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

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655881 Share the Road Campaign

##### Description

The Hodgman Government made an election commitment to develop a strong public education program to improve safety for vulnerable road users, such as cyclists, motorcyclists and pedestrians.

The campaign's theme is aimed at all road users with the theme of respecting and sharing the road safely, promoting respect between all road users and the importance of taking responsibility for the safety of others on our roads.

Milestone Schedule		Milestone Progress	
Date		Date	
September – October 2014	Concept development	October 2014	Complete
Week starting 17 November 2014	Launch of Share the Road campaign by the Minister for Infrastructure on date to be confirmed.		
23 November 2014	Share the Road television commercial goes to air.		

##### Status

The Share the Road campaign is currently being developed by Red Jelly.

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

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655834 Minimum Passing Distance for Cyclists Public Education Campaign

##### Description

RSAC's Cycling Safety Committee (CSSC) recommended that the Department of State Growth should monitor the Queensland trial of the one metre law over the next two years, and develop a major education campaign encouraging motorists to overtake cyclists with a minimum passing distance of one metre (in speed zones 60km/h and under) and of 1.5 metres (in speed zones greater than 60km/h).

This campaign is the priority project under the Cycling Safety Package. Development of the campaign will commence immediately and will be ongoing over a minimum of two years. A wide range of communication tools and media will be used to communicate this key message to road users.

Milestone Schedule		Milestone Progress	
Date		Date	
December 2014 – January 2015	Concept development		
February 2015	Campaign launch	February 2015	

Budget (\$)	
Total allocated budget for project	350,000
Total expenditure to date	0
Current Balance	350,000
Forecast total expenditure on completion	350,000
Forecast balance remaining on completion	0

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655836 It's a Two-Way Street Public Education Campaign

##### Description

RSAC's Cycling Safety Committee (CSSC) recommended that the Department of State Growth should adapt the It's a Two-Way Street collateral for use in the Tasmanian context. The materials promote safe behaviours for motorists around cyclists and for cyclists themselves.

This campaign is a project under the Cycling Safety Package. This campaign includes radio advertisements and a fold out brochure. Targeted distribution of brochures will be undertaken.

##### Status

The campaign is to be launched on 1 October.

Milestone Schedule		Milestone Progress	
Date		Date	
August 2014	Consultation with Cycling Groups	August 2014	Completed
September 2014	Development of brochure in consultation with Amy Gillett Foundation	September 2014	Completed
October 2014	Launch of campaign by Sarah Courtney MP		
October 2014	Distribution of brochures		
October 2014	Radio ads		

Budget (\$)	
Total allocated budget for project	60,000
Total expenditure to date	0
Current Balance	60,000
Forecast total expenditure on completion	60,000
Forecast balance remaining on completion	0

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Initiatives Funded Project

#### 655837 Investigation of bike safety education options for primary aged students.

##### Description

RSAC's Cycling Safety Steering Committee (CSSC) recommended that the Department of State Growth should investigate options to deliver a bike safety education program for primary school aged children.

Cycling groups have advocated a number of options to State Growth that primarily aim to increase the physical activity of school aged students through cycling. These options will need to be clearly balanced with the road safety objectives of increasing awareness of cycling safety through road safety education.

The investigation will also need to take into consideration a number of key factors, such as:

- best-practice relating to increasing the road safety awareness of young road users, particularly cyclists;
- limited resources in schools and restraints on school curriculum;
- infrastructure constraints around schools; and
- ensuring a program is implemented that captures a variety of audiences (including parents of students) and is sustainable in the future without ongoing financial resources.

Following the investigation a report will be provided to the RSAC with a recommended option to proceed.

Milestone Schedule		Milestone Progress	
Date		Date	
September 2014	Commence investigation of options	September 2014	Complete
Mid November 2014	Report and minute to the RSAC seeking endorsement of recommended option and implementation strategy		

Budget	
<b>Total allocated budget for project</b>	<b>100,000</b>
Expenditure in 2014/15	0
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>0</b>
<b>Forecast total expenditure on completion</b>	<b>0</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655835 Cycling Safety Package – Investigations into amending Road Rules to allow crossing the centrelines to pass cyclists

##### Description

As part of the Government’s commitment to increasing cyclists’ safety, a Cycling Safety Package has been developed, prioritising a number of specific cycling safety initiatives.

The RSAC recommended that the one metre minimum passing distance legislation not proceed at this time, but that investigations should be undertaken to explore the issues associated with changing the Road Rules to allow crossing the centrelines to pass cyclists to facilitate motorists leaving a minimum passing distance.

An investigative paper is been prepared for the RSAC and the Minister, exploring the issues associated with the proposed rule change.

Depending on the Minister’s decision, communications activities may be required to inform the community of any changes.

Milestone Schedule		Milestone Progress	
Date		Date	
November 2014	Present paper to RSAC and Minister for consideration.		
TBC	Communications activities		
TBC	Possible Road Rules amendments		

##### Status

Budget (\$)		
<b>Total allocated budget for project</b>		<b>TBC</b>
Expenditure in 2014/15		
<b>Total expenditure to date</b>		
<b>Current Balance</b>		
<b>Forecast total expenditure on completion</b>		
<b>Forecast balance remaining on completion</b>		

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655838      **Cycling Safety Package – inclusion of questions on the learner licence and on-line practice test**

##### Description

RSAC's Cycling Safety Steering Committee recommended that as part of the Cycling Safety Package, questions be included in the learner licence test and on-line practice test that involve cyclist and motorist interactions.

To provide an evidence based approach to the selection of road rules questions, crash reports involving cyclists and motor vehicles were analysed to determine the most common errors by both user groups. Of these, the top five road rules that were not followed were selected for inclusion in the learner licence test and on-line practice test.

Before the questions can be implemented in each test, pre learner drivers must be provided with background education material. Therefore questions will not form part of the learner licence test until early March 2015.

Milestone Schedule		Milestone Progress	
Date		Date	
September 2014	Analysis of crash reports involving cyclists – Top 5 crash scenarios and corresponding road rules.		
November 2014	Request for quotation to amend the on-line test and practise test.		
November 2014	Update existing materials to reflect the knowledge required by an L1 applicant to pass the test.		
March 2015	Implementation of new questions.		

##### Status

Budget (\$)	
<b>Total allocated budget for project</b>	<b>6,000</b>
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>6,000</b>
<b>Forecast total expenditure on completion</b>	<b>6,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>



## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655839 Cycling Safety Package – public education of road rules relating to cyclist safety

##### Description

RSAC's Cycling Safety Steering Committee recommended that as part of the Cycling Safety Package, public education of road rules involving cyclists be conducted.

In line with the inclusion of road rules involving cyclists in the learner licence test, an evidence based approach was used to select road rules that would have the greatest benefit to cyclist safety.

Crash reports involving cyclists and motor vehicles were analysed to determine the most common errors by both user groups. Of these, the top five road rules were selected to be part of the public education campaign.

A paper detailing the recommended communication methods and collateral is being prepared for consideration by RSAC.

Milestone Schedule		Milestone Progress	
Date		Date	
September 2014	Analysis of crash reports involving cyclists – Top 5 crash scenarios and corresponding road rules	September 2014	Completed
November 2014	Recommendations presented to RSAC for consideration.		
December 2014	Implementation to coincide with the Sharing the Roads campaign.		

##### Status

Budget (\$)	
Total allocated budget for project	8,000
Total expenditure to date	0
Current Balance	8,000
Forecast total expenditure on completion	8,000
Forecast balance remaining on completion	0

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655850 Rotary Youth Driver Awareness Program (RYDA)

##### Description

The Hodgman Government made an election commitment to provide Rotary Tasmania with \$300,000 from road safety levy funding, over four years, to support the ongoing delivery of the RYDA program in Tasmania.

RYDA involves grade 10 students participating in road safety education sessions organised by volunteers from Rotary Tasmania. The sessions are conducted State-wide.

RYDA is a one day course presented to students in mostly off-campus facilities. Students participate in six 40 minute sessions. The topics covered are;

- Stopping Distances
- Hazard Distractions and Risk
- Plan B: Alcohol, Medicines, Fatigue and Driving
- Police – You choose – the choice is yours
- Accidents do happen – Personal stories from accident victims
- My Wheels – Choosing and maintaining a safe vehicle

Milestone Schedule		Milestone Progress	
Date		Date	
July 2014	Implementation process discussed and agreed to by Rotary Tasmania	July 2014	Completed
August 2014	Implementation process approved by the Minister	August 2014	Completed
September 2014	Funding Deed Developed	September 2014	Completed
September 2014	Funding released - \$75000 for 2014/15	September 2014	Completed
October 2014	Media Event – Rotary Tasmania and Minister	October 2014	

##### Status

Currently Rotary Tasmania requires \$100,000 each year to conduct RYDA state-wide. In addition to the Government's funding, Rotary Tasmania has attracted funding from RACT and MAIB. As a result of the Government's funding Rotary Tasmania has agreed to work in partnership with the Department of State Growth to review and evaluate how the program is organised and conducted within the State in order to achieve greater sustainability into the future. In addition Rotary Tasmania will use RYDA sessions to better engage schools to determine their delivery of and commitment to school road safety education both prior to and immediately following RYDA sessions.

## Strategic Direction 5 – Complementary Initiatives

The Government encourages all secondary schools to develop and deliver a comprehensive road safety education course. RYDA is a complementary activity which can add value to a school's road safety education program, therefore, Government funding allocated to RYDA should be used to enhance existing school road safety education programs not replace them.

<b>Budget (\$)</b>	
<b>Total allocated budget for project</b>	<b>300,000</b>
Total expenditure for 2014 /15 to date	75,000
<b>Current Balance</b>	<b>225,000</b>
<b>Forecast total expenditure on completion (2017/18)</b>	<b>300,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 5 – Complementary Initiatives

### 655880 Baseline Cycling Data Collection

#### Description

In line with recommendations of RSAC's Cycling Safety Steering Committee, a project to collect baseline cycling data is currently being scoped out to enable the effective evaluation of the minimum 1 and 1.5 metre passing distance law, should Tasmania introduce such a law in the future.

The Queensland Government commissioned CARRS-Q to develop an evaluation framework for the Queensland minimum passing distance road rule. This framework is currently being reviewed and will inform the collection of baseline cycling data in Tasmania.

Milestone Schedule		Milestone Progress	
Date		Date	
November 2014	Project scope		
April 2015	Draft Evaluation Framework		
May 2015	Initial baseline data collected		
June 2015	Baseline data collection finalised		

#### Status

Scoping of this project is currently underway.

Budget (\$)		
<b>Total allocated budget for project</b>		
Expenditure in 2014/15		
<b>Total expenditure to date</b>		
<b>Current Balance</b>		
<b>Forecast total expenditure on completion</b>		
<b>Forecast balance remaining on completion</b>		

#### Comments

Total budget and funding source (if required) TBC.

## Funding

### 141104 Community Road Safety Partnerships

#### Description

Since 2003 State Growth'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
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#### 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 State Growth in March 2014. The report will be considered and a proposal developed on its application to assess CRSP communities.

#### Budget

<b>Annual budget for project</b>		<b>To be advised</b>
Expenditure in 2014/15	42,946	
<b>Total expenditure to date</b>		<b>42,946</b>
<b>Current Balance</b>		<b>To be advised</b>
<b>Forecast total expenditure on completion</b>		<b>To be advised</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

#### Comments

The CRSP program is an ongoing initiative.

## Funding

### Road Safety Levy 2014/15

As at 30 September 2014

<b>2014/15 Financial Year</b>	<b>Proposed Budget 2014/15</b>	<b>Actual (ytd) 2014/15</b>
Opening Balance (at 1 July 2014)	9,985,859	
<b>Revenue</b>		
Road Safety Levy collected	13,000,000	3,294,083
Funds available for distribution	10,400,000	2,644,083
<b>Total Funds available for distribution</b>	<b>20,385,859</b>	<b>12,629,942</b>
<b>Expenditure</b>		
Safer Travel Speeds	470,000	68,968
Best Practice Infrastructure	11,076,718	266,306
Improved Safety for Young Road Users	675,000	148,101
Enhanced Vehicle Safety	20,000	15,331
Complementary Initiatives	1,124,000	792,917
<b>Total</b>	<b>13,365,718</b>	<b>1,291,623</b>
Closing Balance	7,020,141	<b>11,338,319</b>

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

## Funding

### MAIB Funding

As at 30 September 2014

2014/15 Financial Year	Budget 2014/15	Actual 2014/15	Balance
<b>Expenditure (State Growth)</b>			
Administration & Public Relations	319,238	49,110	270,128
Public Education	984,982	220,348	764,634
Research	146,091	6,000	140,091
	<b>1,450,311</b>	<b>275,458</b>	<b>1,174,853</b>
<b>Expenditure (Police)</b>			
Salaries	1806,562	471,067	1,335,495
Operating Expenses	186,000	40,493	145,507
Equipment	469,537	791	468,746
	<b>2,462,099</b>	<b>512,351</b>	<b>1,949,748</b>
<b>Total</b>	<b>3,912,410</b>	<b>787,809</b>	<b>3,124,601</b>

Please note: Budget includes carry forwards of \$301,911 to State Growth and \$90,239 to Police.

## Statistics

### Statistics Overview

#### 2013

- There were 292 serious casualties (36 fatalities and 256 serious injuries) in 2013, up 7.4% 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 in 2013, 18.75% of serious casualties in 2012 and 23.7% of serious casualties over the five year average. Motorcycles account for approximately 3% of vehicle registrations.
- 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.
- 135 of the 292 serious casualties, or 46.2%, occurred in 100km/h 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 September 2014

- There have been 213 serious casualties (26 fatalities and 187 serious injuries) to 30 September 2014, up 5.4% on the same period last year of 202 serious casualties (21 fatalities and 181 serious injuries) but down 5.1% on the five year average of 224.6 serious casualties.
- Motorcyclists account for 24.9% of serious casualties to 30 September 2014.
- 41.3% of serious casualties have occurred in 100km/h or 110km/h zones.
- The highest contributing crash factors to date in 2014 are; excessive speed for the conditions/circumstances (12.2%), other (11.3%), alcohol (9.8%), inattention (9.8%) and inexperience (8.9%). *Note: more than one crash factor can be attributed to a single crash.*
- Run off road crashes account for 48.8% 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.

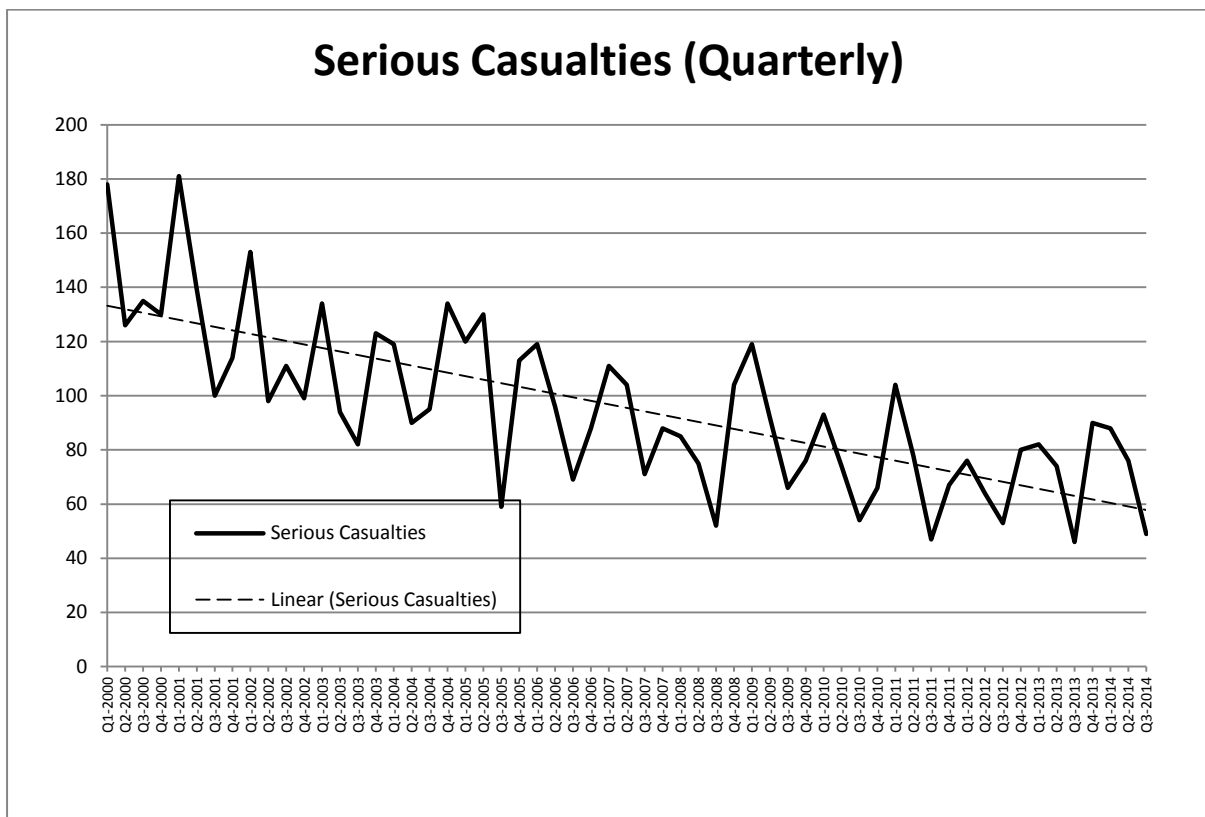
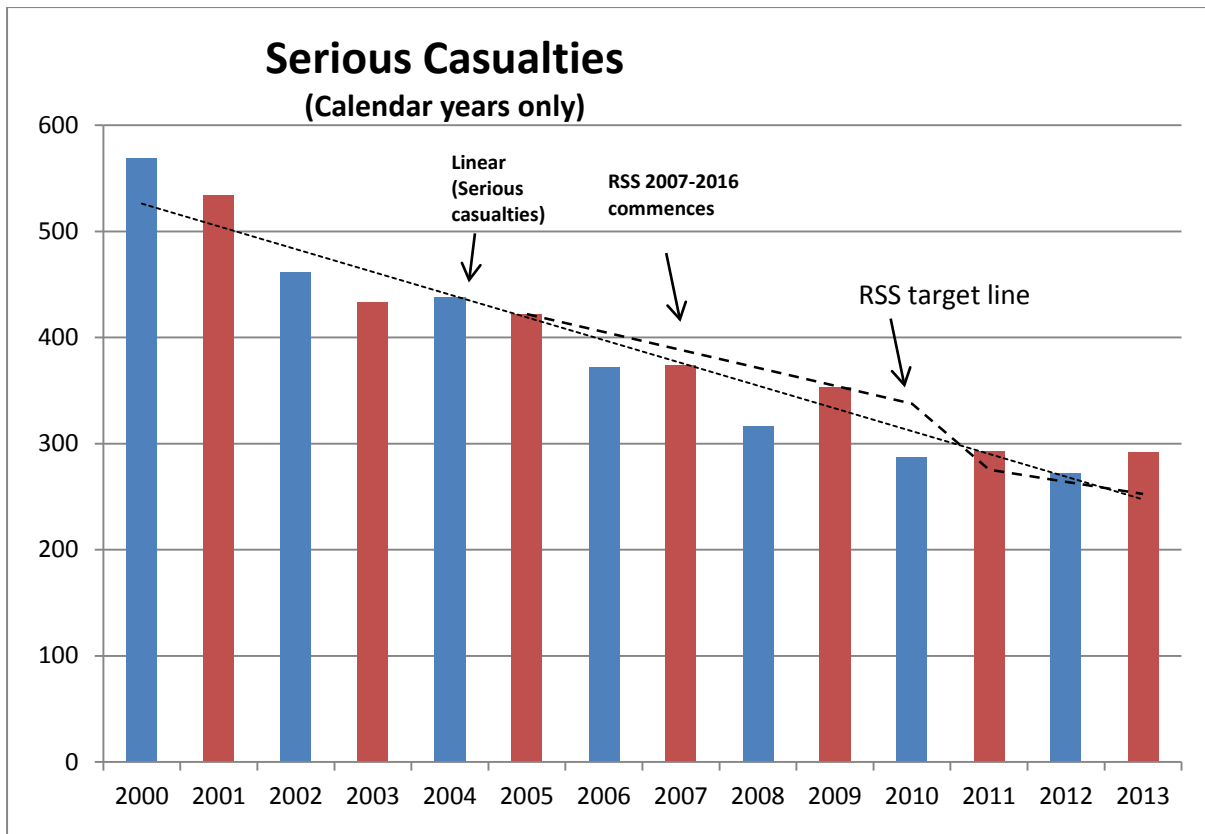
### Tasmania Together Baseline

		2005	2006	2007	2008	2009	2010	2011	2012	2013
	<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>296</b>	<b>272</b>	<b>292</b>
<b>By Police District</b>	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	61
<b>By Speed Zone</b>	60 or less	136	124	110	120	132	96	103	91	110
	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
<b>By Road User Type</b>	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	83
	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
<b>By Age Group</b>	Under 17	50	35	41	21	32	25	24	20	23
	17-29	136	144	131	116	130	95	99	85	92
	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
<b>By Crash Type</b>	<b>Multi-Vehicle</b>									
	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
	<b>Pedestrian &amp; Other</b>									
	Pedestrian	43	32	26	26	32	33	34	35	30
	Passenger & Misc	13	5	3	2	3	2	3	5	6
	<b>Single Vehicle</b>									
	Off path on curve	118	98	107	79	107	81	83	76	76
Off path on straight	80	64	70	71	65	47	45	44	59	
On path	9	11	9	8	7	11	7	6	14	

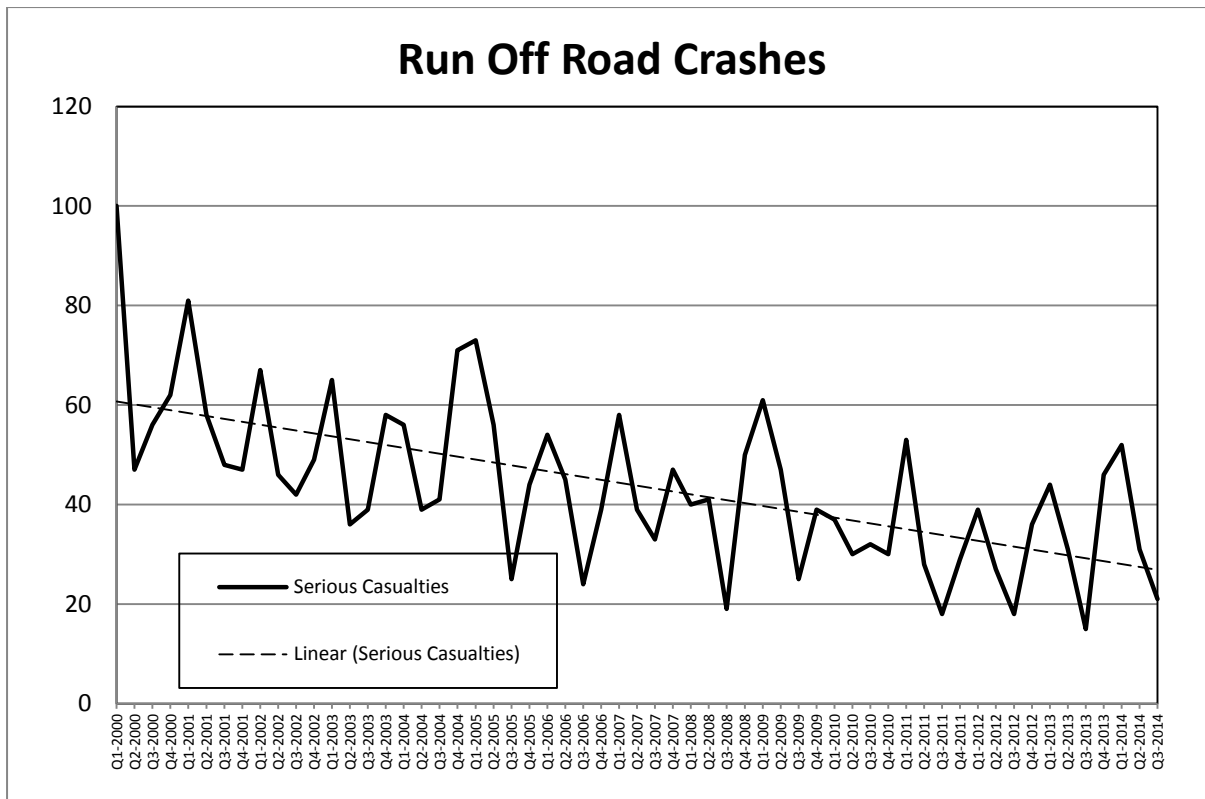
## Statistics

		2005	2006	2007	2008	2009	2010	2011	2012	2013
	<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>296</b>	<b>272</b>	<b>292</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>569</b>	<b>560</b>	<b>556</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	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	44
	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	85
	Fail to give way	19	29	25	36	31	27	38	38	39
	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	32
	Inexperience	78	98	107	93	126	101	75	84	75
	Other	0	0	0	0	0	0	0	5	15
	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	17
	Turning without care	7	15	12	19	22	18	20	21	17
Unwell-infirm	26	37	32	40	44	36	35	45	18	
Using a mobile phone	2	2	3	1	1	2	2	1	0	
Vehicle defect	23	18	28	18	49	15	21	22	12	

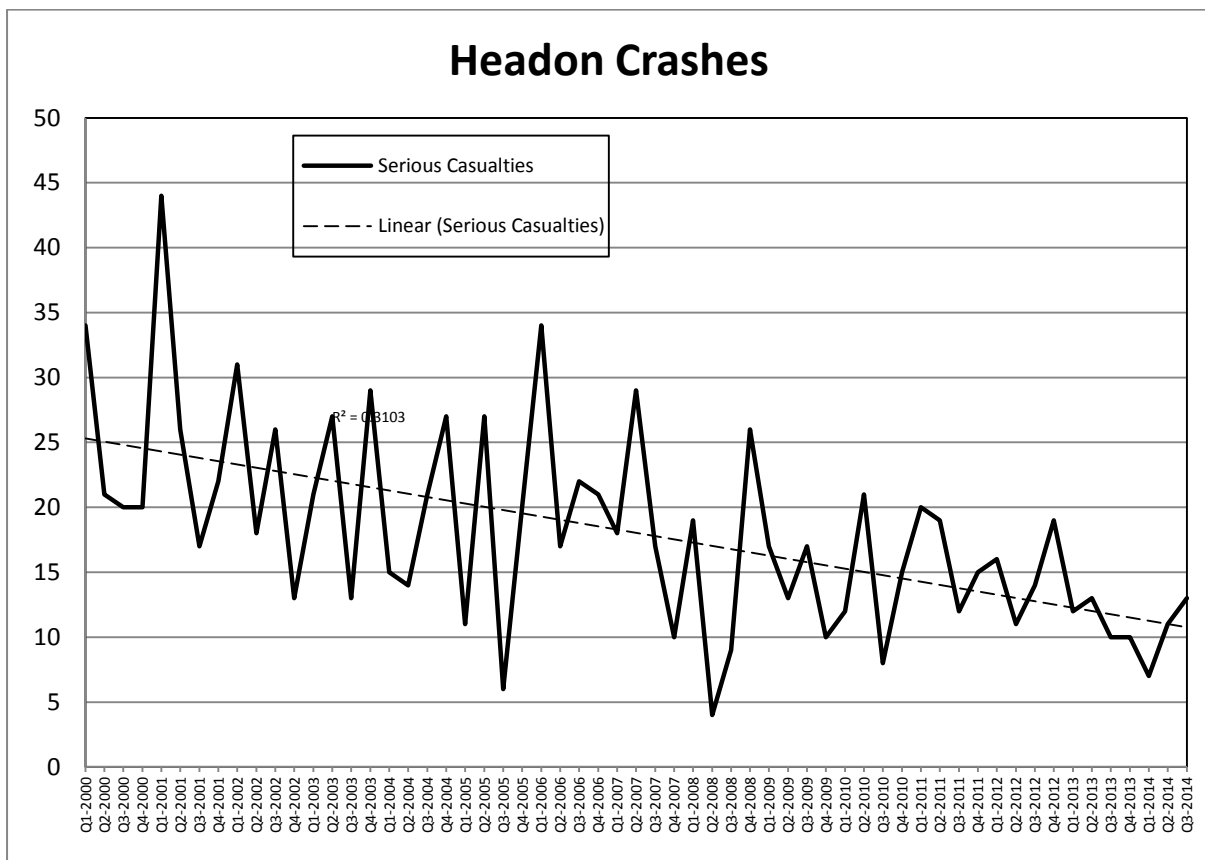
- Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



## Statistics

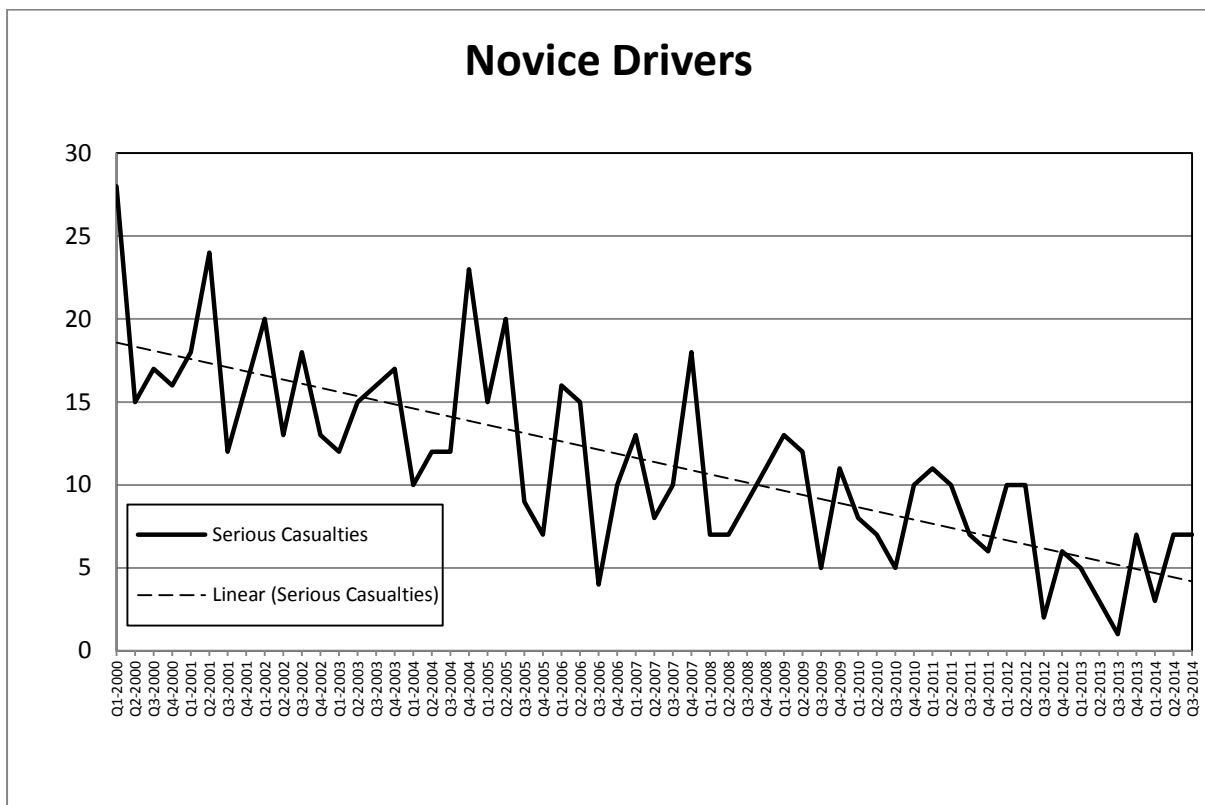
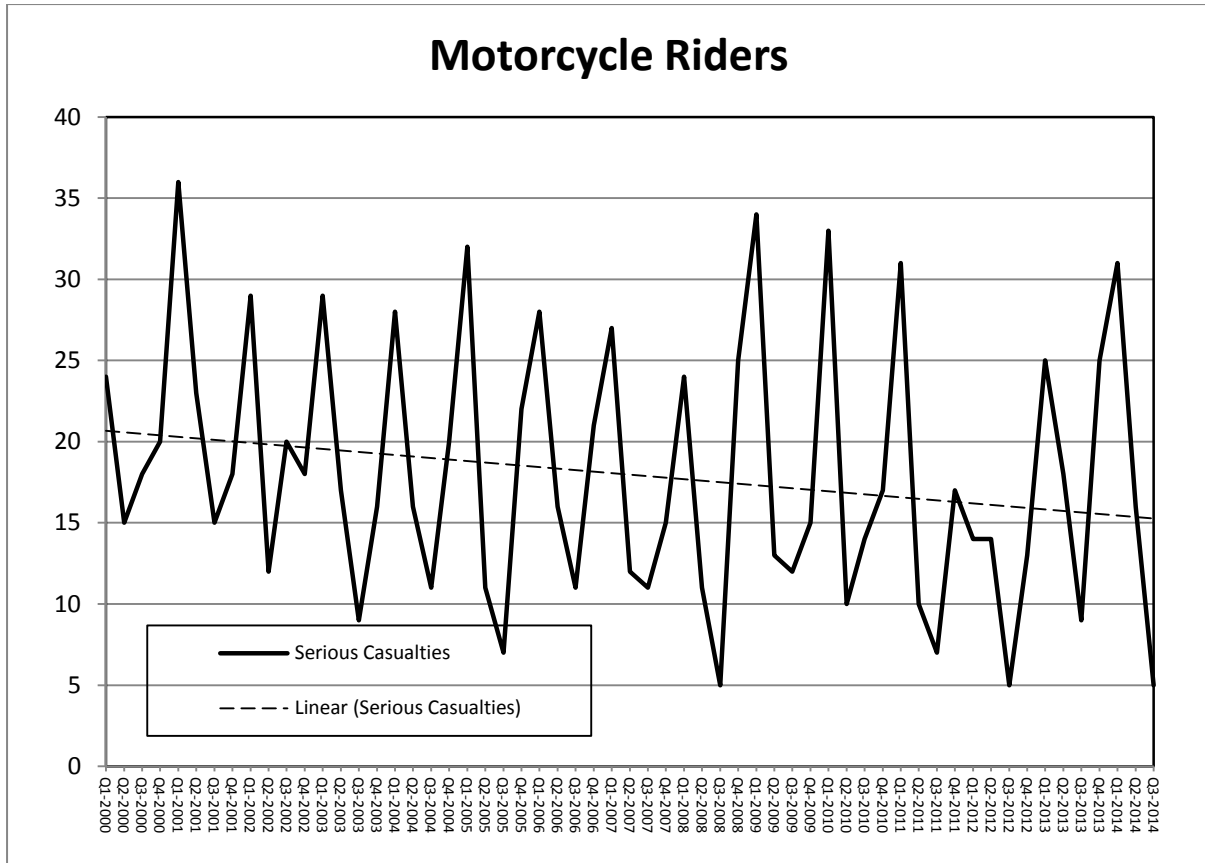


\*Depicts serious casualties where a crash has occurred with the vehicle travelling off path through a curve or off path travelling straight



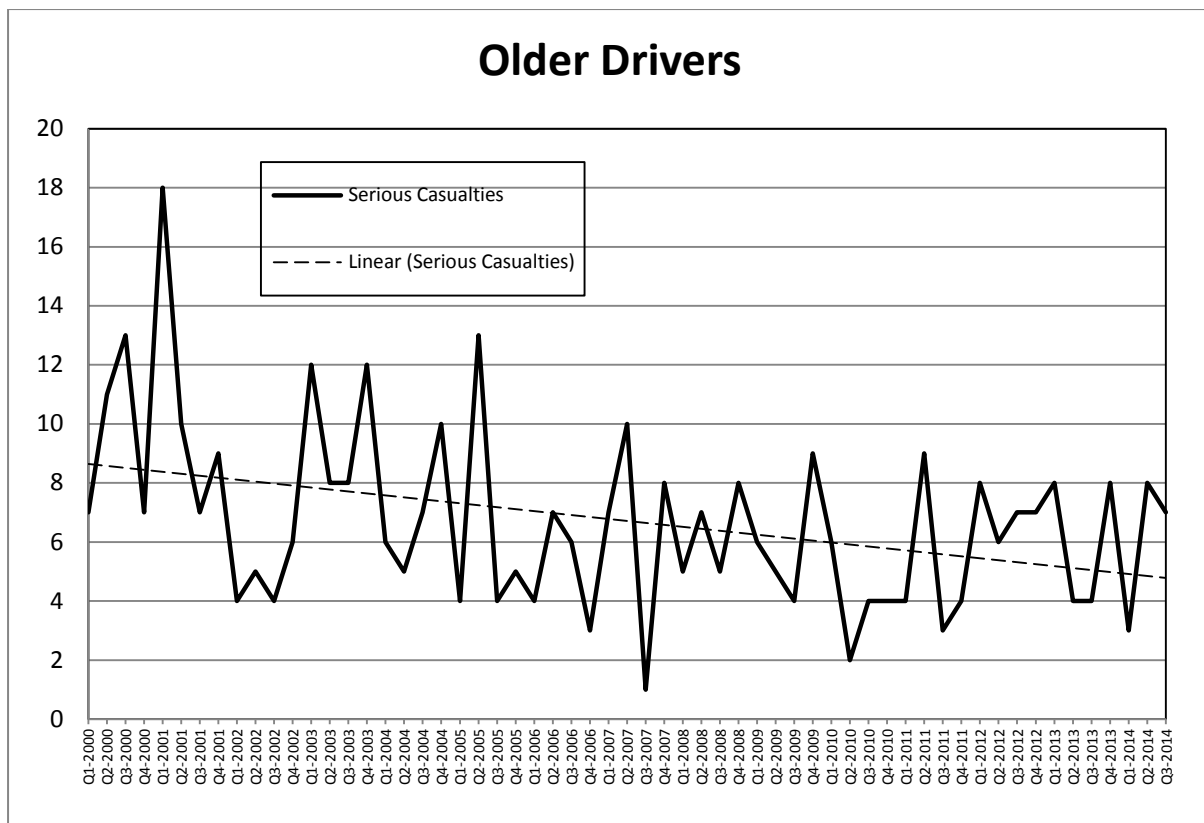
\*Depicts serious casualties where a crash has occurred between vehicle from opposing directions

# Statistics

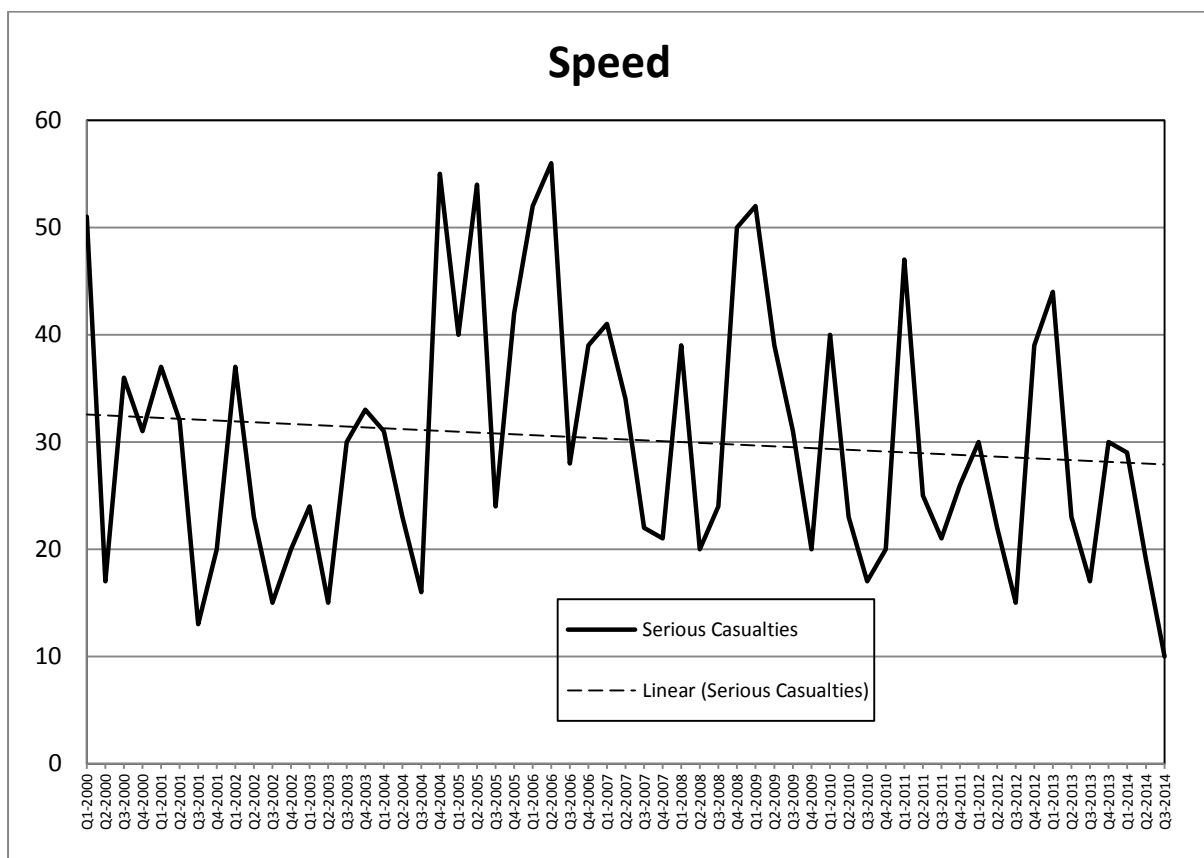


\*Depicts serious casualties for drivers of a motor vehicle from 16 – 25 years of age

## Statistics

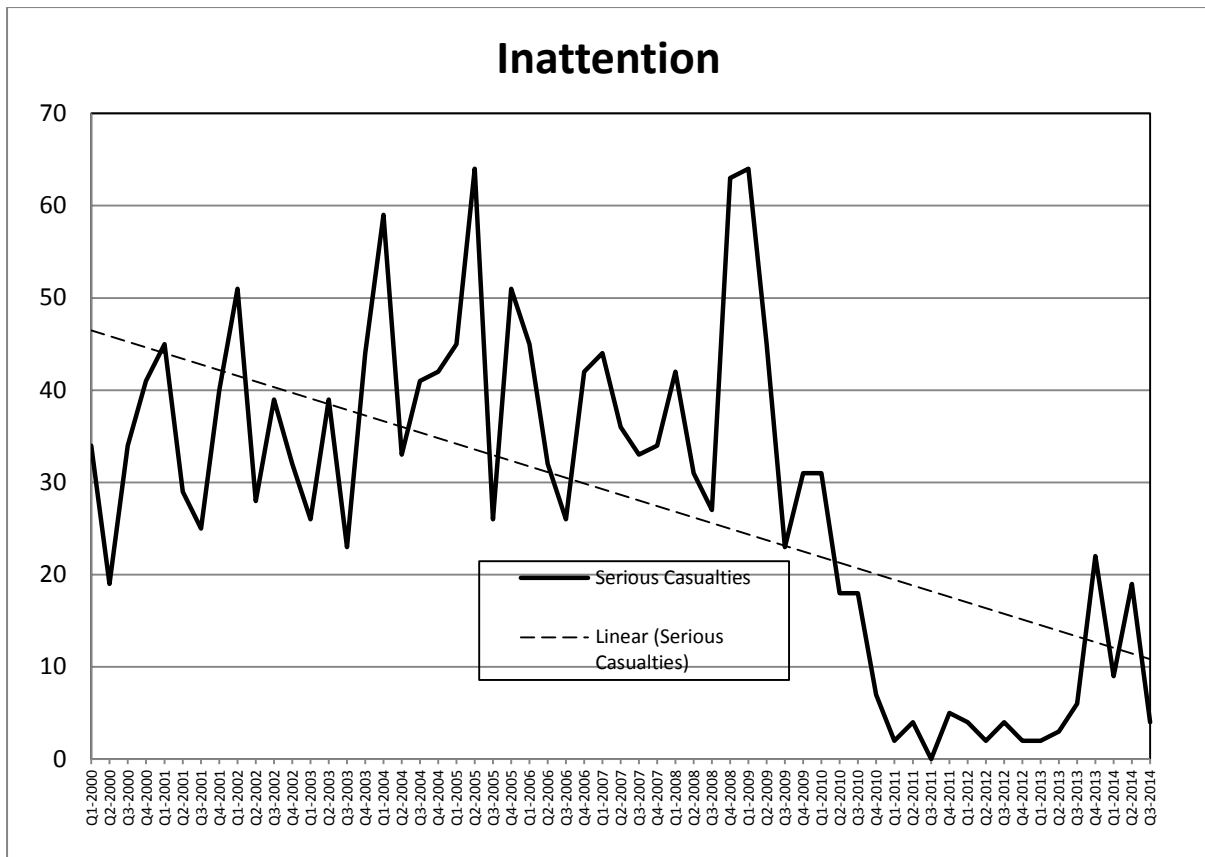


\*Depicts serious casualties for drivers of a motor vehicle from 65 – 99 years of age

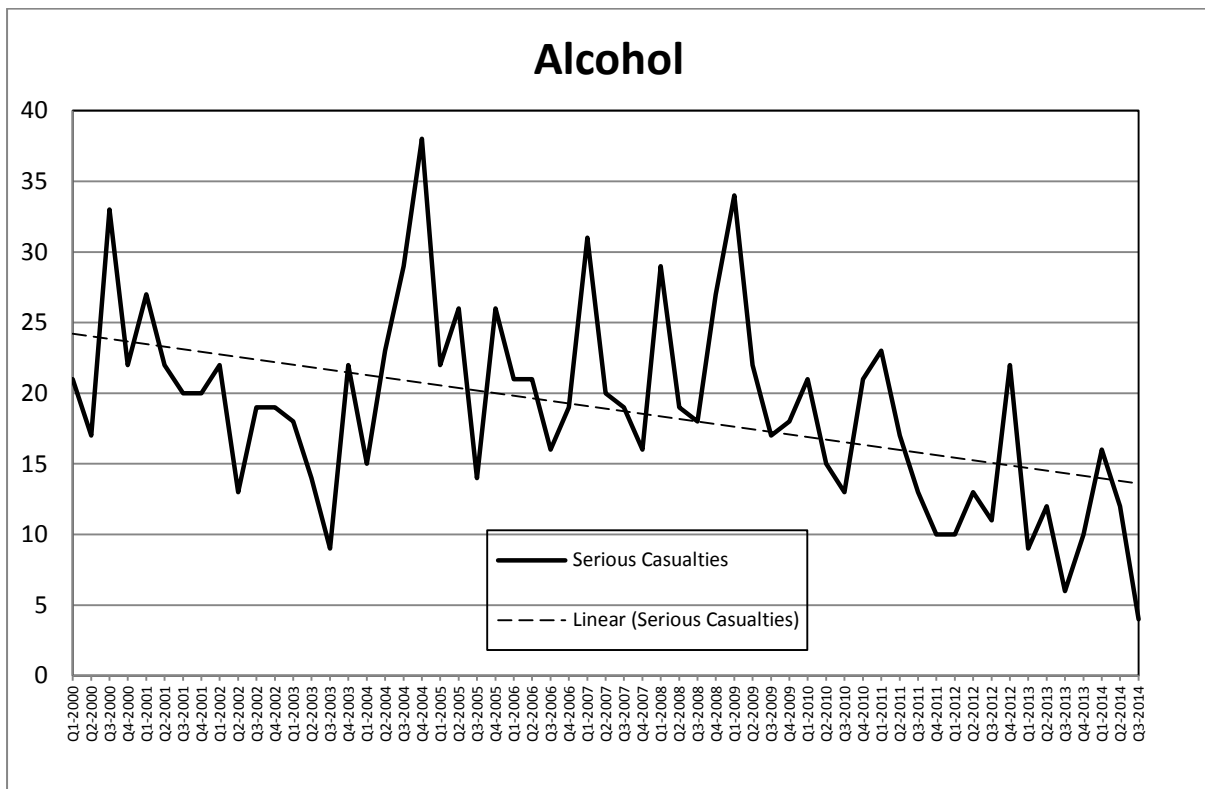


\*Depicts serious casualties where the crash factor of exceeding the speed limit and/or excessive speed for the conditions/circumstances is listed as a contributing factor to the crash. There may be instances where both speed factors are recorded for a single crash.

# Statistics

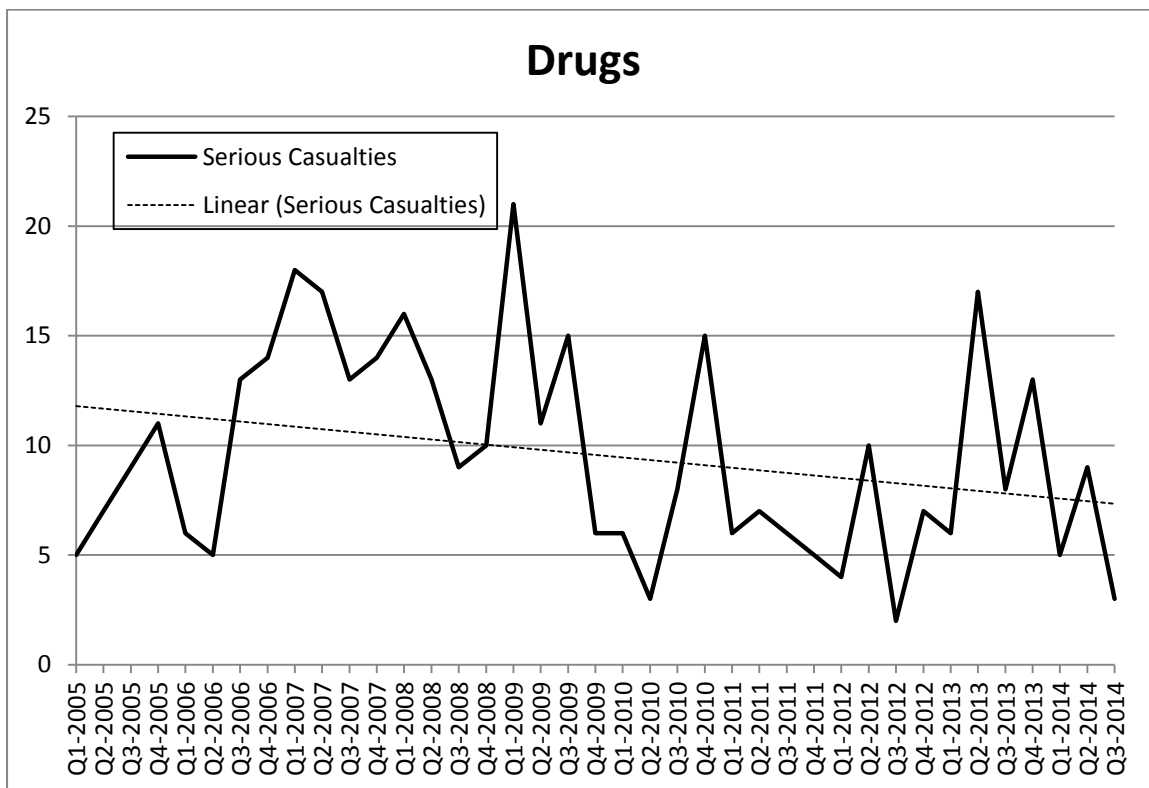
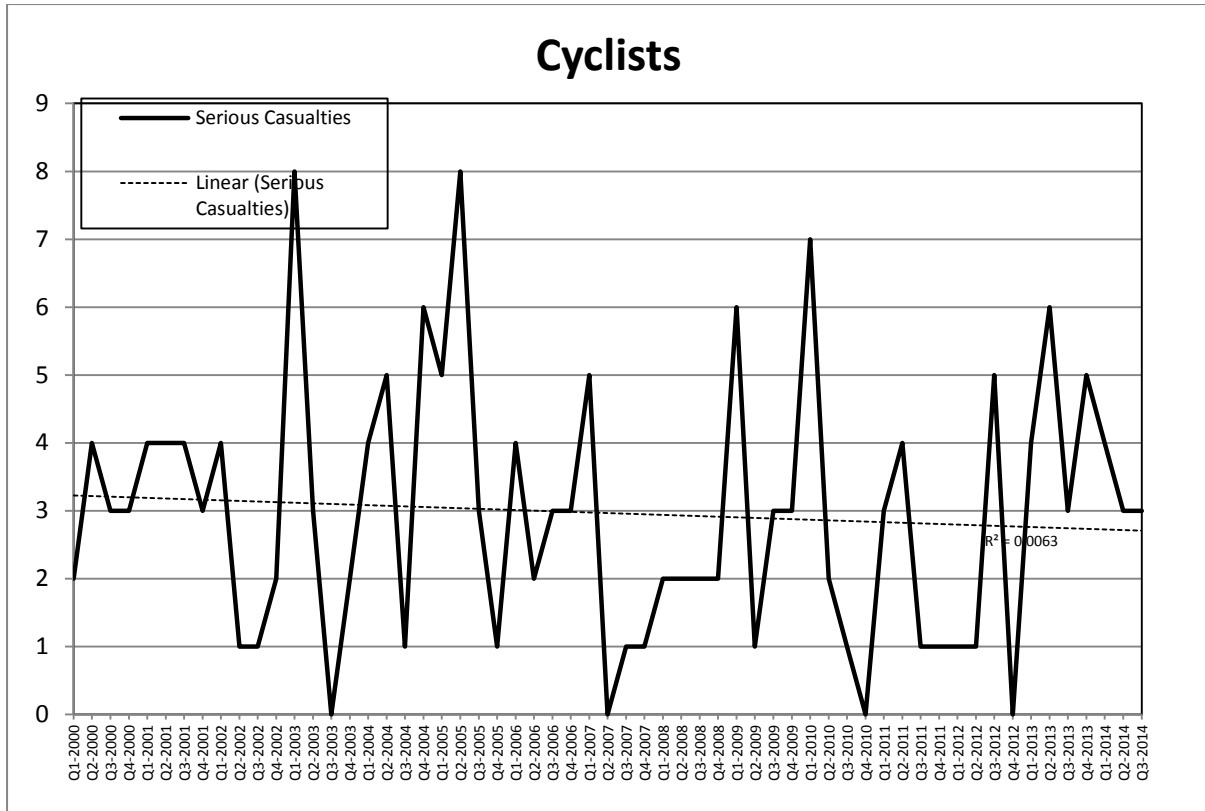


\* From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



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

# Statistics



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