

# 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*

*31 December 2013*

# Executive Summary

## Executive Summary

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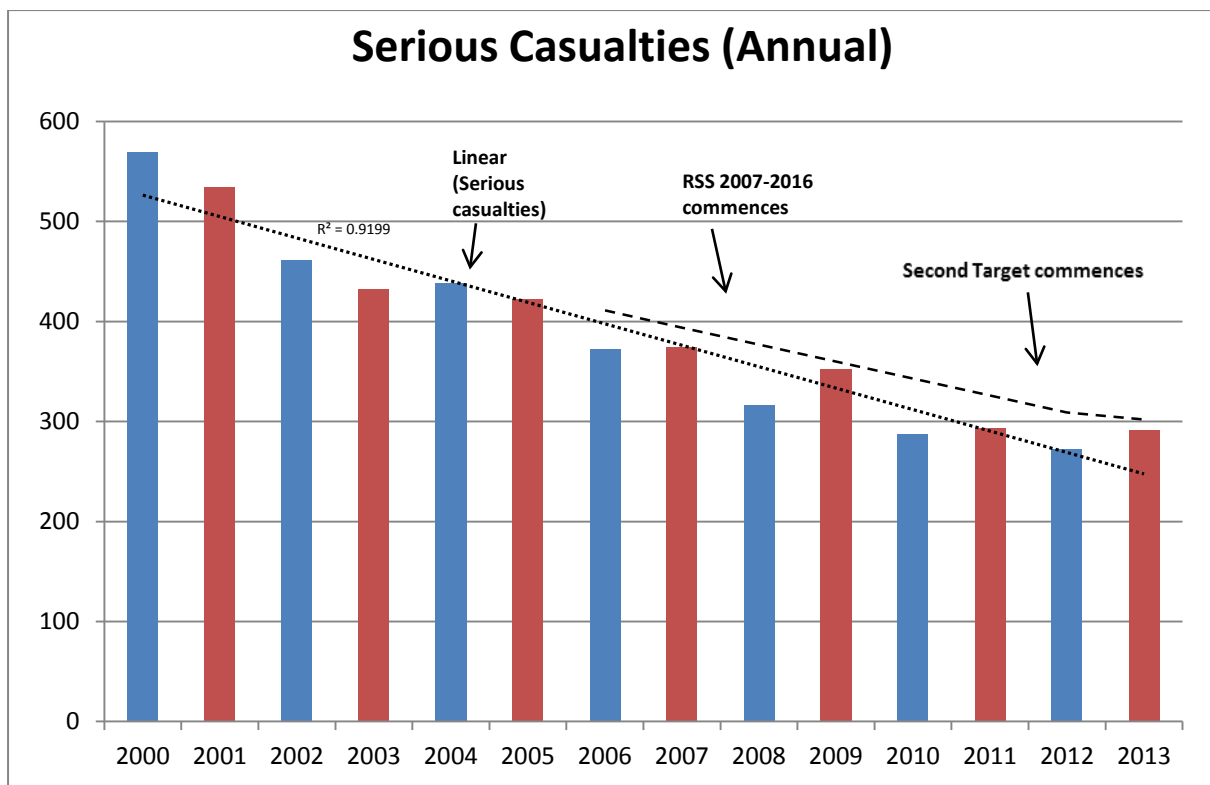
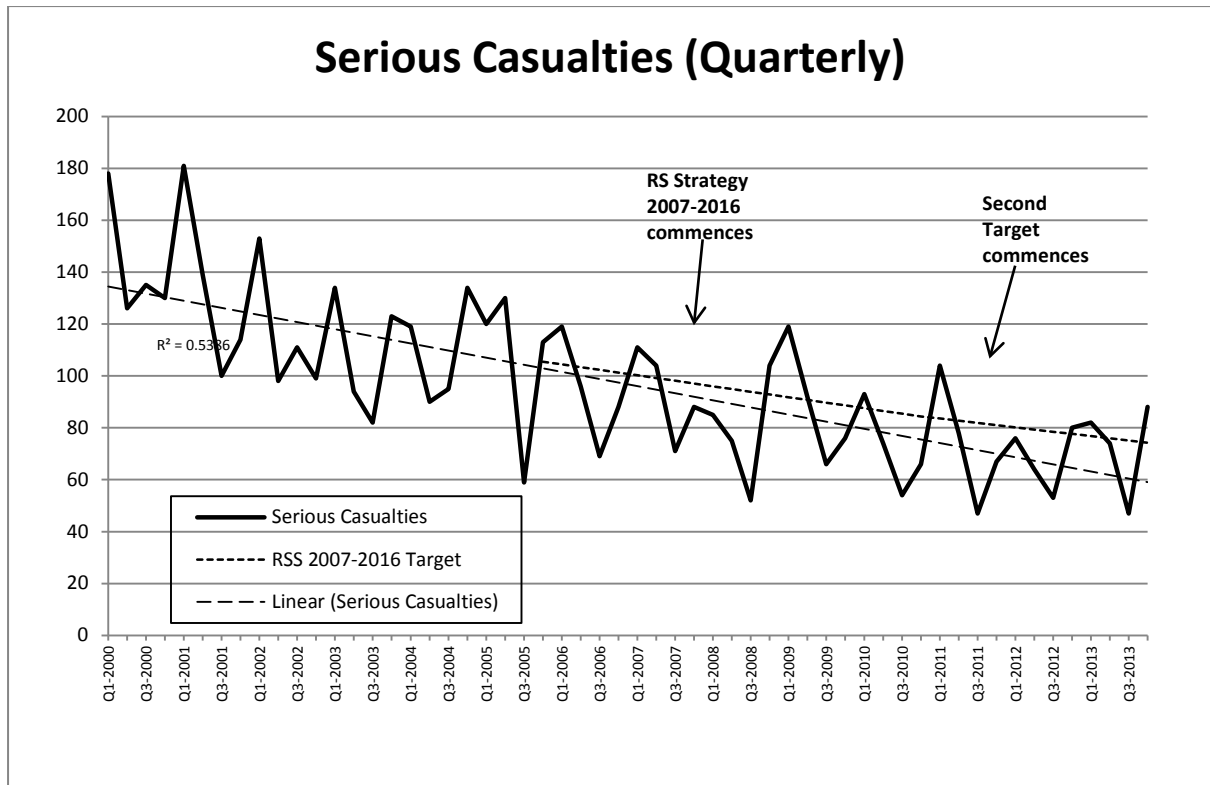
### Progress on meeting the Tasmanian Road Safety Strategy targets

- In order to measure progress in meeting the Tasmanian Road Safety Strategy 2007-2016 targets, and for national comparisons, the data used is as reported by Police at the time of the crash.
- The number of serious casualties in 2013 was 291, compared to 273 in 2012, a 6.6% increase. This is a 4.6% decrease on the five year serious casualties average of 305 (2008 – 2012).
- For the 2013 calendar year, there were 37 fatalities on Tasmanian roads compared to 32 fatalities for 2012, a 15.6% increase. This is a 2.2% decrease on the five year average fatalities of 37.8 (2008 to 2012).
- The table below outlines road crash deaths for individual states and territories for the period 2003 to 2012.

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

## Executive Summary

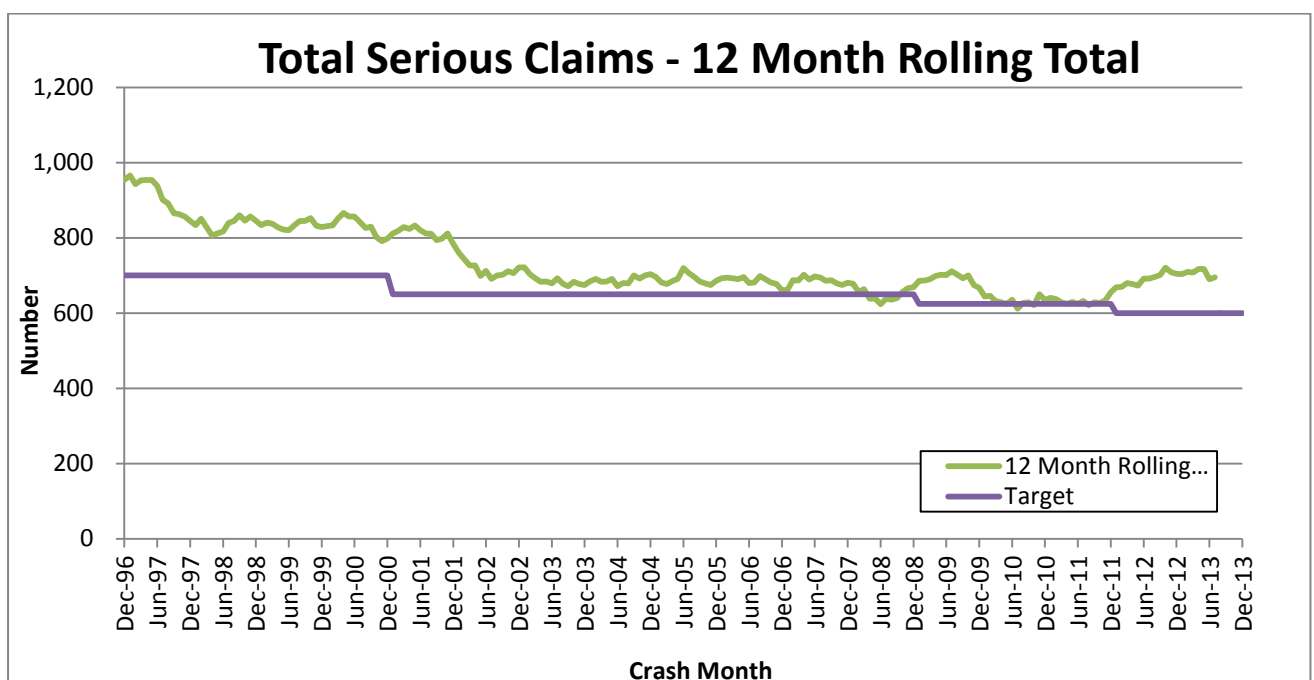
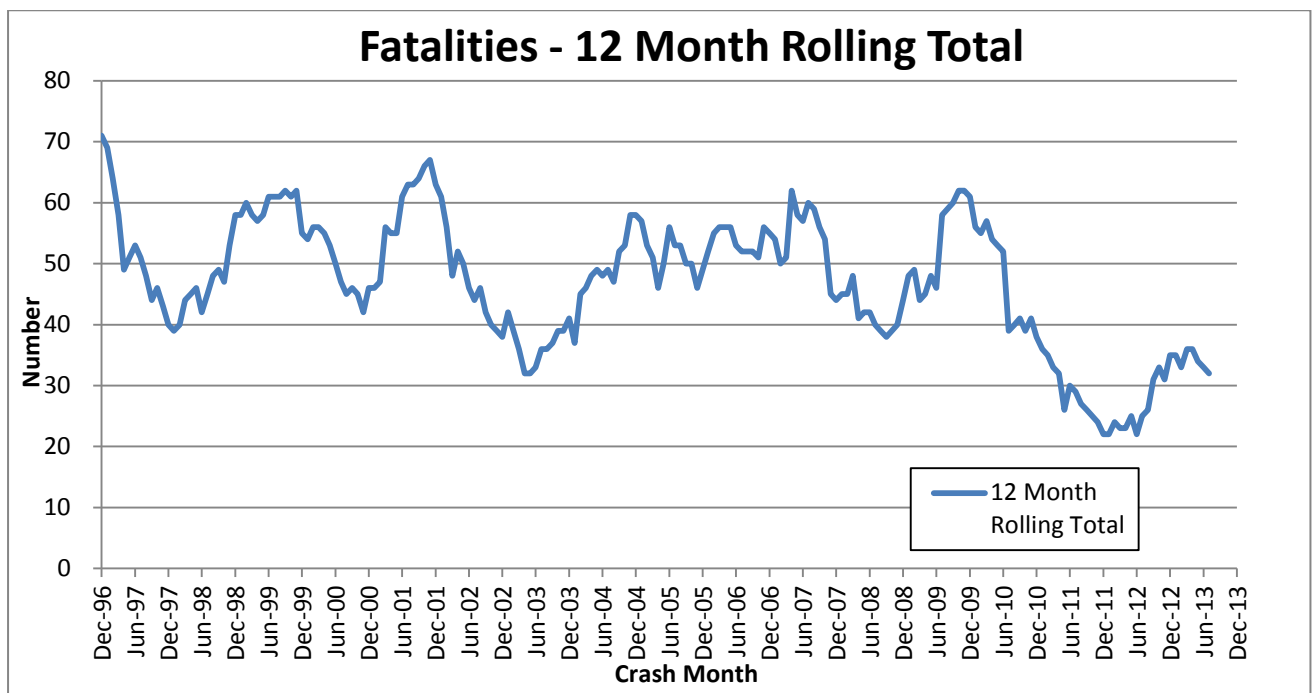
- Despite the significant increase in serious casualties in 2009, Tasmania is still tracking ahead of the Tasmanian Road Safety Strategy long-term target for road safety. The first target of 'by 2010: a 20% reduction in serious injuries and fatalities from 2005' has been reached with a reduction of 30.6%.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



## Executive Summary

### Progress on meeting the MAIB targets

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



## Executive Summary

### Key achievements since last report

#### Best Practice Infrastructure

- Major works on the Bass Highway 2 Plus 1 project at Gannons Hill were completed mid-December with the speed limit being returned to 110 km/h on 19 December 2013. A final seal will be undertaken in the summer-autumn 2014 construction period.
- Pavement works on the East Derwent Highway, Old Beach – Cassidy’s Road to Baskerville Road were completed in December 2013 with the speed limit returning to 80 km/h.

#### Safer Travel Speeds

- Safer Travel Speeds in Shared Urban Spaces 2009-2010 – the Break O’Day Council advised DIER that it would not be proceeding with works in St Marys.

#### Complementary Initiatives

- Community Road Safety Partnership Awards – the Awards ceremony was held on 22 November 2013 at Blundstone Arena.

#### Marketing

- Anti drink driving campaign: Work has begun on a new anti drink driving campaign targeted at drivers over the age of 30. The campaign’s objective is to educate drivers about separating drinking from driving.
- Falls Music and Arts Festival: RSAC volunteers provided voluntary breath testing and gave away Real Mates-branded merchandise each day of the three-day festival from 29 December. A total of 3400 people, including 2790 on New Year’s Day, had a voluntary breath test. The number tested, per festival patron, was slightly up on the previous year.
- Taste of Tasmania: Thirty-four Hobart Rotary Club volunteers provided 1205 voluntary breath tests from noon until 4pm and from 6pm to 9:30pm on each day of the festival from 28 December to 3 January inclusive. About 70 percent of those tested were between 18 and 40 and about 60 percent were men. Forty-four percent had a reading of 0.05 or above.

## Executive Summary

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

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

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

#### **Reason for delay**

Structural integrity issues continue to prove challenging.

#### **Action taken to address delay**

The need to further batter the bank is being considered and scoped.

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

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

#### **Reason for delay**

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

#### **Action taken to address delay**

DIER officers are progressing this project.



## Executive Summary

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

### Under Budget

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

Allocated budget:	\$500,000
Forecast expenditure:	\$436,000
Underspend:	\$64,000 (13%)

#### Reason

A project originally approved for Break O'Day Council will no longer be implemented based on a decision by Council.

#### 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 see a saving of 15% on the estimated cost for this project.

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

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

#### Reason

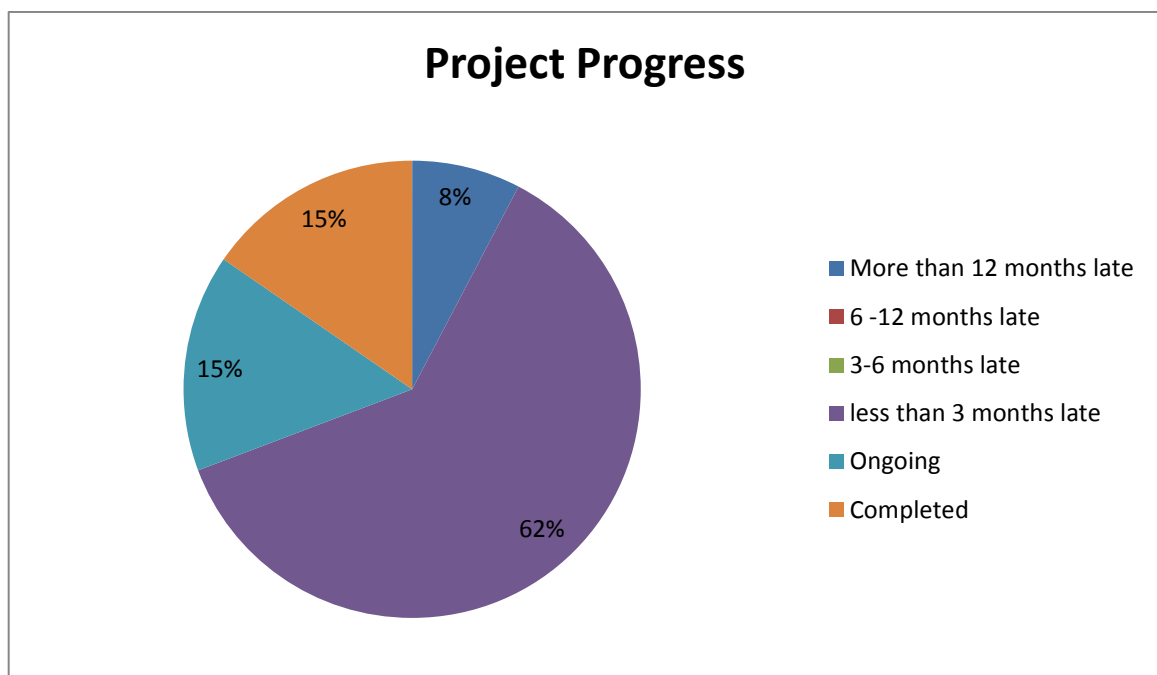
Better than expected contract price is expected to see a saving of 19% on the estimated cost for this project.

## Executive Summary

### Project progress: schedule and budget

Budget information, milestones and project status are correct as at 31 December 2013.

Project progress	Number of projects
More than 12 months late	2
Between 6 and 12 months late	0
Between 3 and 6 months late	0
Less than 3 months late or on target	16
Ongoing	4
Completed	4
<b>TOTAL</b>	<b>26</b>



## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Levy Funded Project

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

##### Description

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

Milestone Schedule		Milestone Progress	
Date		Date	
Feb 2009	Submissions for funding sought for 09/10 projects	Feb 2009	Completed
April / June 2009	Submissions assessed for 09/10	June 2009	Completed
May 2009	Submissions for 09/10 projects closed	May 2009	Completed
June 2009	Announcement of successful 09/10 projects	June 2009	Completed
July 2009 / June 2010	Monitoring progress of implementation of 09/10 projects	May 2010	Ongoing
Feb 2010	Submissions for funding sought for 10/11 projects	March 2010	Completed
April / June 2010	Submissions assessed for 10/11	Aug 2010	Completed
June 2010	09/10 projects completed by end of financial year. Funding awarded following a completion audit by DIER	September 2011	BO'D Community meeting held in August. Some debate about format of project. GTC work almost complete.
June 2012	Projects complete under 2009/10 program	Dec 2011	BO'D Water main installed.
		March 2012	BO'D project stalled, GTC work completed.
		June 2012	GTC work completed. BO'D project no status change.
		Dec 2012	BO'D Council to hold workshop.
April 2013	BO'D to decide proposal	March 2013	Council yet to award contract
August 2013	BO'D to complete construction	June 2013	Council yet to award contract
August 2013	BO'D to complete construction	Sept 2013	Council advised project had stalled; decision to proceed will be made spring 2013.
August 2013	BO'D to complete construction	Dec 2013	Council advised project will not be going ahead.

## Strategic Direction 1 – Safer Travel Speeds

### Status

Two projects, one for George Town Council and one for Break O’Day Council were approved for funding under this project. The George Town Council project was completed. However, the Break O’Day project was on hold pending further community and Council discussions. Break O’Day Council has advised that it will not be progressing and this project can be removed from the program.

This program can now be closed.

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>500,000</b>
Expenditure in 2009/10	132,750	
Expenditure in 2010/11	253,250	
Expenditure in 2011/12	50,000	
Expenditure in 2012/13	0	
Expenditure in 2013/14	0	
<b>Total expenditure</b>		<b>436,000</b>
<b>Current Balance</b>		<b>64,000</b>
<b>Total expenditure on completion</b>		<b>436,000</b>
<b>Balance remaining on completion</b>		<b>64,000</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* has been developed to address this issue. The Strategy, which is based on Safe System principles, identifies the need to balance infrastructure treatments and speed management measures to improve the overall safety of the non-urban road network. The Strategy builds on recommendations made to the Government by the RSAC and the results of community consultation.

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
February 2013	Assessment of State Road Network against the ‘Tasmanian Criteria’	June 2013	Final Draft - on-site validations completed. Final Draft - Desk top assessments completed.
February 2013	Assessment of nominated Local Government roads against the ‘Tasmanian Criteria’	June 2013	Final Draft - on-site validations completed. Final Draft - Desk top assessments completed.
February 2013	Development of campaign to educate community about reduced non-urban speed limit and new signage	May 2013	Communication Action Plan completed. Brief for engaging a communications consultant completed.
April 2013	Launch of media campaign	TBA	
May/June 2013	Installation of new signage	TBA	Sign contract development 95% completed, upcoming tasks, confirming procurement strategy and associated processes.
June 2013	Introduction of new speed limits	TBA	New limits on gravel roads to commence 1 February 2014.
August 2013	12-month Evaluation	TBA	TBA
June 2013	Amendment to road rules – subordinate legislation	TBA	Regulation changes to commence 1 February 2014.

## Strategic Direction 1 – Safer Travel Speeds

### Status

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

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

### Current situation

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

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

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

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

<b>Budget (\$)</b>	
<b>Total allocated budget for project</b>	<b>1,000,000*</b>
Expenditure in 2012/13	85,639
Expenditure in 2013/14	72,888
<b>Total expenditure to date</b>	<b>158,527</b>
<b>Current Balance</b>	<b>841,473</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 Initiatives Funded Project

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

##### Description

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Sept 2010	Feasibility Study (Business Case)	September 2013	100% complete
January 2014	Cabinet Minute		

##### Status

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

The Business Case has been approved by the Steering Committee, endorsed by RSAC and approved by the Minister for Infrastructure. A Cabinet Minute has been submitted and it is expected a Cabinet Decision will be made in early 2014.

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

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

## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Initiatives Funded Project

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

##### Description

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

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

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

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

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

##### Comments

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



## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

#### 652700 Road Safety Levy Funded Infrastructure Maintenance

##### Description

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

Milestone Schedule		Milestone Progress	
Date		Date	
Feb 2013	Appoint Traffic Control Officer	Jan 2013	Officer commenced
May 2013	Incurred costs ratified	June 2013	None required.
Aug 2013	Incurred costs ratified	Sept 2013	None required.
Nov 2013	Incurred costs ratified	Dec 2013	None presented.
Feb 2014	Incurred costs ratified		
May 2014	Incurred costs ratified		
Aug 2014	Incurred costs ratified		
Nov 2014	Incurred costs ratified		
Feb 2015	Incurred costs ratified		
May 2015	Incurred costs ratified		
Aug 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 to date	36,720	
Expenditure in 2014/15		
<b>Total expenditure to date</b>		<b>67,363</b>
<b>Current Balance</b>		<b>532,637</b>
<b>Forecast total expenditure on completion</b>		<b>600,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
<b>Stage 1</b>			
Dec 2012	Award contract	Dec 2012	Variation to existing contract.
Feb 2013	Undertake geotechnical tests	March 2013	Geotechnical tests and report completed.
Apr 2013	Commence works on 3.6km section		
Jun 2013	Complete works on 3.6km section	Sept 2013	Initial works completed. Final seal of section to be completed in 2013-2014 construction period.
Jun 2013	Complete works on 3.6km section	Dec 2013	All works completed.
<b>Stage 2</b>			
Oct 2013	Award contract	Dec 2013	Stage 2 delayed 12 months.
Jan 2014	Commence works		
Jun 2014	Complete works		

##### Status

Stage 1 – all work completed.

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

## Strategic Direction 2 – Best Practice Infrastructure

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>8,500,000</b>
Expenditure in 2012/13	208,386	
Expenditure in 2013/14 to date	698,078	
<b>Total expenditure to date</b>		<b>906,464</b>
<b>Current Balance</b>		<b>7,593,536</b>
<b>Forecast total expenditure on completion</b>		<b>8,500,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

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

## Strategic Direction 2 – Best Practice Infrastructure

### Status

Three projects are underway: Devonport Council at River Road, Ambleside; West Tamar Council at Reatta Road, Trevallyn; and Hobart City Council at Anglesea Street, South Hobart. Plans and approvals are being finalised for other projects and majority will be ready to begin work in January 2014.

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

### Comments

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

- Nine loss-of-control crashes (three casualty) on the S-curve near Cassidy’s Road;
- Seven loss-of-control crashes (three casualty) on the bend at Melane Road; 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 reduces rear-end collisions by 60%. Reducing the severity of curves and hence reducing run-off-road crashes by 60%.

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

##### Status

A final seal was laid in December 2013 and the speed limit returned to 80 km/h. Investigations for the need to further batter the bank will be completed early in 2014.

## Strategic Direction 2 – Best Practice Infrastructure

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

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

#### Description

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Sept 2011	Award Tender for Warning Signage	Sept 2011	Tenders advertised.
Oct 2011	Commence Works to Install Warning Signs	Oct 2011	Tender closed
Dec 2011	Warning Signs Installed	Nov 2011	All signs installed.
Sept 2011	Award Tender for Collapsible CAMs	Dec 2011	Using DIER maintenance contract
Oct 2011	Commence Works to Install Collapsible CAMS and re-seal shoulders	Dec 2011	Commenced
Dec 2011	Collapsible CAMs installed, shoulders sealed.	Dec 2011	Expected early 2012
		March 2012	Project delayed.
		June 2012	Signs installed.
		Dec 2012	Expected completion June 2013.
		Mar 2013	Final seal spring 2013
		June 2013	Final seal spring 2013
		Sept 2013	Final seal spring 2013
		Dec 2013	Final seal summer-autumn 2014

#### Status

Final seal on Lyell Highway at Fourteen Mile Road will be laid summer-autumn 2014.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>296,340</b>
Expenditure in 2011/12	0	
Expenditure in 2012/13	254,223	
Expenditure in 2013/14 to date	6,224	
<b>Total expenditure to date</b>		<b>260,447</b>
<b>Current Balance</b>		<b>35,893</b>
<b>Forecast total expenditure on completion</b>		<b>296,340</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>



## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

##### Status

Sealing of Poorman's Bridge site was completed in November 2013 and the speed limit raised back to 80 km/h in line with the speed limit along length of work site. Wet spring conditions delayed major sealing work and Contractor will return in January. Major construction works scheduled to be completed in April 2014.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>7,750,000</b>
Expenditure in 2011/12	326,455	
Expenditure in 2012/13	2,109,831	
Expenditure in 2013/14 to date	1,981,618	
<b>Total expenditure to date</b>		<b>4,417,904</b>
<b>Current Balance</b>		<b>3,332,096</b>
<b>Forecast total expenditure on completion</b>		<b>6,576,000</b>
<b>Forecast balance remaining on completion</b>		<b>1,174,000</b>

##### Comments

Projected project savings are on track.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

##### Status

Works resumed in October with temporary line markings installed and speed limit returned to 110 km/h on 19 December 2013. Audible line markings will be installed after final seal laid summer/autumn 2014.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>7,365,000</b>
Expenditure in 2011/12	231,539	
Expenditure in 2012/13	4,042,978	
Expenditure in 2013/14 to date	572,122	
<b>Total expenditure to date</b>		<b>4,846,640</b>
<b>Current Balance</b>		<b>2,518,360</b>
<b>Forecast total expenditure on completion</b>		<b>5,985,000</b>
<b>Forecast balance remaining on completion</b>		<b>1,380,000</b>

##### Comments

Projected project savings are on track.

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

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

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

##### Status

Detailed design and tender documents were delivered to DIER in November 2013.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>100,000</b>
Expenditure in 2012/13	37,988	
Expenditure in 2013/14 to date	42,281	
<b>Total expenditure</b>		<b>80,269</b>
<b>Current Balance</b>		<b>19,731</b>
<b>Forecast total expenditure on completion</b>		<b>100,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

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

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

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

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

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Project

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

##### Description

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

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

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

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

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

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Initiatives Funded Project

156040 /156045 Local Road Line Marking 2012/13

#### Description

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

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

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

#### Milestone Schedule

Ongoing

#### Budget (\$)

<b>Total allocated budget for year 2013/14</b>		<b>794,000</b>
Expenditure 2013/14 to date	565,473	
<b>Total expenditure to date</b>		<b>565,473</b>
<b>Current Balance</b>		<b>228,527</b>
<b>Forecast total expenditure on completion</b>		<b>794,000</b>
<b>Balance remaining on completion</b>		<b>0</b>

#### Budget

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

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

### Road Safety Levy Funded Project

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

##### Description

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Oct 2012	LDMP Grants advertised	Oct 2012	Completed
Nov 2012	Grant applications closed	Nov 2011	Completed
Nov 2012	Selection Panel assessments	Dec 2012	Completed
Dec 2012	Applicants notified	Dec 2012	Completed
Jan 2013	Grant deeds established	Feb 2013	Completed
July 2013	Six month interim progress reports completed	Sept 2013	Completed
July 2013	2013/14 LDMP Grant program to commence	Feb / March 2014	2013/14 Grant program to be rescheduled to Feb / March 2014.
Feb 2014	Six month interim progress reports requested		

##### Status

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

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

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

### Joint DIER/Road Safety Levy Funded Project

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

##### Description

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

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

Reforms included:

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

The review will now focus on addressing young driver specific 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 – discussion paper finalised to discuss with key internal stakeholders
December 2013	Strategic Workshop - key internal stakeholders	December 2013	Completed
January 2014	Adopt holistic approach to young driver safety and communications plan	December 2013	In progress
February 2014	Prepare high level documents for incoming Minister and community consultation		In progress
TBA	Future milestones to be agreed with incoming Minister		

##### Status

Significant delays were experienced in the finalisation of the report by ARRB Group. This has impacted on a number of project milestones. The communication plan has been modified to ensure a partnership approach with the community, while accounting for the impact of the State election on the project.



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

<b>Budget</b>		
<b>Total allocated budget for project per annum</b>		<b>80,000</b>
Expenditure in 2012/13	10,000	
Expenditure in 2013/14	31,800	
<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

### DIER Funded Project

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

##### Description

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

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

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

##### Status

The new Government Vehicle Fleet Safety Standards were introduced on 1 January 2014.

Budget
Project funded by DIER

## Strategic Direction 4 – Enhanced Vehicle Safety

### Road Safety Levy Funded Project

#### 654600 Improving Crashworthiness and Roadworthiness Campaign

##### Description

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
March 2013	Submission for funding sought	June 2013	Completed
March 2013	Project Manager engaged	June 2013	Completed
April 2013	Communication plan drafted	June 2013	Completed
Sept 2013	Public announcement of phase 1	January 2014	On progress
March 2014	Phase 2 review, including market research	TBA	Not yet commenced

##### Status

The Minister is to launch the crashworthiness and roadworthiness campaign on 14 January 2014.

As part of the crashworthiness component of the campaign, brochures aimed at first car buyers are being distributed through Novice Driver Kits and a range of networks including CRSP, Service Tasmania, Driver Testing Centres and Driver Mentoring Tasmania. The brochure is designed to help first car buyers choose a safe car.

ANCAP promotional materials have been distributed to new car dealerships to display, encouraging new car buyers to buy five-star rated cars.

As part of the roadworthiness component of the campaign, a 'maintain your car' checklist aimed at car owners is being distributed through registration renewal notices for cars 10 years and older and a range of networks including CRSP, Service Tasmania and vehicle inspection stations.

Websites with additional information have been developed.

Stage 2 of the project will involve a review of the campaign. Ways in which to strengthen the campaign and the delivery of key messages will be identified.

Budget	
<b>Total allocated budget for project</b>	<b>40,000</b>
Expenditure in 2012/13	2,460
Expenditure in 2013/14	14,721
<b>Total expenditure to date</b>	<b>17,181</b>
<b>Current Balance</b>	<b>22,819</b>
<b>Forecast total expenditure on completion</b>	<b>40,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Projects

#### 655300 RSAC and TRSS Support

##### Description

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

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

##### Milestone Schedule

Ongoing
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##### 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	149,857
<b>Total expenditure to date</b>	<b>1,622,272</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655810 Sober Driver Program

##### Description

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

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

## Strategic Direction 5 – Complementary Initiatives

2013	afterhours) Sorell Program		
September 2013	Complete 1 x SDP (Condensed) Launceston	November 2013	Completed
October 2013	Complete 1 x SDP (9 week) Bridgewater	December 2013	Completed
November 2013	Complete 1 x SDP (9 week) Burnie		Commenced
November 2013	Completed 1 x SDP (9 week) Devonport		Commenced
November 2013	Complete 2 x SDP (9 week) Launceston		Commenced

### Status

There are currently (January, 2014) four programs underway across the State (Devonport, Burnie and two in Launceston). Since July 2013, six programs have been completed across the State with a total of 74 participant graduations.

The current funding was provided to address the backlog of offenders on the waitlist as of January 2013. From the original waitlist, 76 offenders are remaining State-wide. The employment contract for the programs facilitator in the North and North West has been extended by 10 weeks to complete the further programs scheduled in Devonport, Burnie and Launceston to address the remaining numbers. Facilitators in the South will also clear backlog numbers within this period.

Remaining offenders on the waitlist are more recently sentenced and are able to be scheduled into programs without extended delays.

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

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

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

##### Description

As part of the Decade of Action on Road Safety and to celebrate CRSP's tenth year of operation Community Road Safety Awards were conducted in 2013. The Awards were introduced to:

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

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

##### Status

The Awards ceremony was held at Blundstone Arena on Friday 22nd November. The Major Community Award was presented to Circular Head CRSP; three Community Project Awards and six Individual Awards were also presented.

Budget		
<b>Total allocated budget for project</b>		<b>15,000</b>
Expenditure in 2013/14	8,697	
<b>Total expenditure to date</b>		<b>8,697</b>
<b>Current Balance</b>		<b>6,303</b>
<b>Forecast total expenditure on completion</b>		<b>15,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655800 Driver Mentoring Tasmania Inc

##### Description

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Jan 2013	Grant Deed established	Jan 2013	Completed
Jan 2013	Grant funds transferred	Jan 2013	Completed
July 2013	Interim progress report presented by DMT	Oct 2013	Report timings were changed to align with 2012/13 LDMP Grant Funding six monthly reports. First report covers period to October 2013. Reports will be ongoing on a six monthly basis for the duration of the funding period.

##### Status

The DMT state-wide coordinator continues to provide ongoing leadership, advice and support to new, emerging and established LDMPs. In the period Nov 2012 to Oct 2013 the DMT Coordinator has assisted 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.

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



## Strategic Direction 5 – Complementary Initiatives

### Road Safety Levy Funded Project

#### 655820 Cycling Education Campaign

##### Description

There has been an increase in cyclists on Tasmania's roads and a subsequent increase in crashes and concerns over their safety.

There is a level of frustration and angst between cyclists and motorists on Tasmania's roads and the message to share the roads and provide adequate space when overtaking cyclists is important in improving safety.

The Minister for Infrastructure, requested DIER to develop a cycling safety awareness and behavioural change campaign, using up to \$100,000 of road safety levy funds. A key campaign objective is to improve the level of respect that drivers and cyclists have for each other and their needs.

Milestone Schedule		Milestone Progress	
Date		Date	
Oct 2013	Brief agency on campaign	Dec 2013	Completed
Nov 2013	Agree concepts for focus testing	Dec 2013	Completed
Dec 2013	Focus test campaigns	Dec 2013	Completed
Jan 2014	Finalise campaign		
Jan 2014	Commence campaign		

##### Status

Red Jelly was engaged to develop creative concepts for a cycling safety campaign to improve respect between drivers and cyclists, to improve sharing of the roads and to increase safety.

DIER worked with the Tasmanian Bicycle Council to develop a brief for the agency and to assist the agency to recruit a range of bike riders, cyclists and motorists for focus group testing of the concepts.

The focus testing was completed in December 2013, with DIER to receive the report and finalise a campaign in early 2014.

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

## Strategic Direction 5 – Complementary Initiatives

### Road Safety Initiative Funded Project

#### 141104 Community Road Safety Partnerships

##### Description

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

##### Milestone Schedule

Ongoing
---------

##### Status

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

In 2013 a successful CRSP Awards program, celebrating 10 years of operation was conducted. The ARRB Group has undertaken a CRSP evaluation to develop, apply and review a measurement 'model' to estimate the value of community contribution (human, financial and 'in kind' resources) specifically dedicated to CRSP activities. A final report will be presented to DIER early in 2014.

##### Budget

<b>Annual budget for project</b>		<b>178,794</b>
Expenditure in 2013/14 to date	64,757	
<b>Total expenditure to date</b>		<b>64,757</b>
<b>Current Balance</b>		<b>114,037</b>
<b>Forecast total expenditure on completion</b>		<b>178,794</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

The CRSP program is an ongoing initiative.

## Funding

### Road Safety Levy 2013/14

As at 31 December 2013

<b>2013/14 Financial Year</b>	<b>Proposed Budget 2013/14</b>	<b>Actual (ytd) 2013/14</b>
Opening Balance (at 1 July 2013)	8,162,233	
<b>Revenue</b>		
Road Safety Levy collected	13,000,000	6,090,483
Funds available for distribution	10,400,000	4,790,481
<b>Total Funds available for distribution</b>	<b>18,562,233</b>	<b>12,952,714</b>
<b>Expenditure</b>		
Safer Travel Speeds	1,050,000	120,485
Best Practice Infrastructure	10,388,206	3,406,857
Improved Safety for Young Road Users	100,000	31,800
Enhanced Vehicle Safety	62,000	25,584
Complementary Initiatives	595,000	1,648,768
<b>Total</b>	<b>8,195,206</b>	<b>5,233,495</b>
Closing Balance	<b>10,367,027</b>	<b>7,719,219</b>

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

## Funding

### Road Safety Initiatives 2013/14

As at 3 December 2013

<b>2013/14 Financial Year</b>	<b>Budget</b>	<b>Actual 2013/14</b>
<b>Revenue</b>		
Speeding Fines allocated to DIER for 2013/14	1,240,000	
<b>Total</b>	<b>1,240,000</b>	
<b>Expenditure</b>		
Community Road Safety Partnership	200,000	64,757
Point to Point Implementation	540,000	6,493
Line Marking	500,000	565,473*
<b>Total</b>		<b>636,723</b>

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

## Funding

### MAIB Funding

As at 31 December 2013

<b>2013/14 Financial Year</b>	<b>Budget 2013/14</b>	<b>Actual 2013/14</b>	<b>Balance</b>
<b>Expenditure (DIER)</b>			
Administration & Public Relations	388,815	102,974	285,841
Public Education	960,023	417,245	542,779
Research	244,443	2,940	241,503
	<b>1,593,281</b>	<b>523,159</b>	<b>1,070,122</b>
<b>Expenditure (Police)</b>			
Salaries	1,792,519	929,515	863,004
Operating Expenses	210,000	111,659	98,341
Equipment	518,224	130,485	387,739
	<b>2,520,743</b>	<b>1,171,659</b>	<b>1,349,084</b>
<b>Total</b>	<b>4,114,024</b>	<b>1,694,818</b>	<b>2,419,206</b>

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

## 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

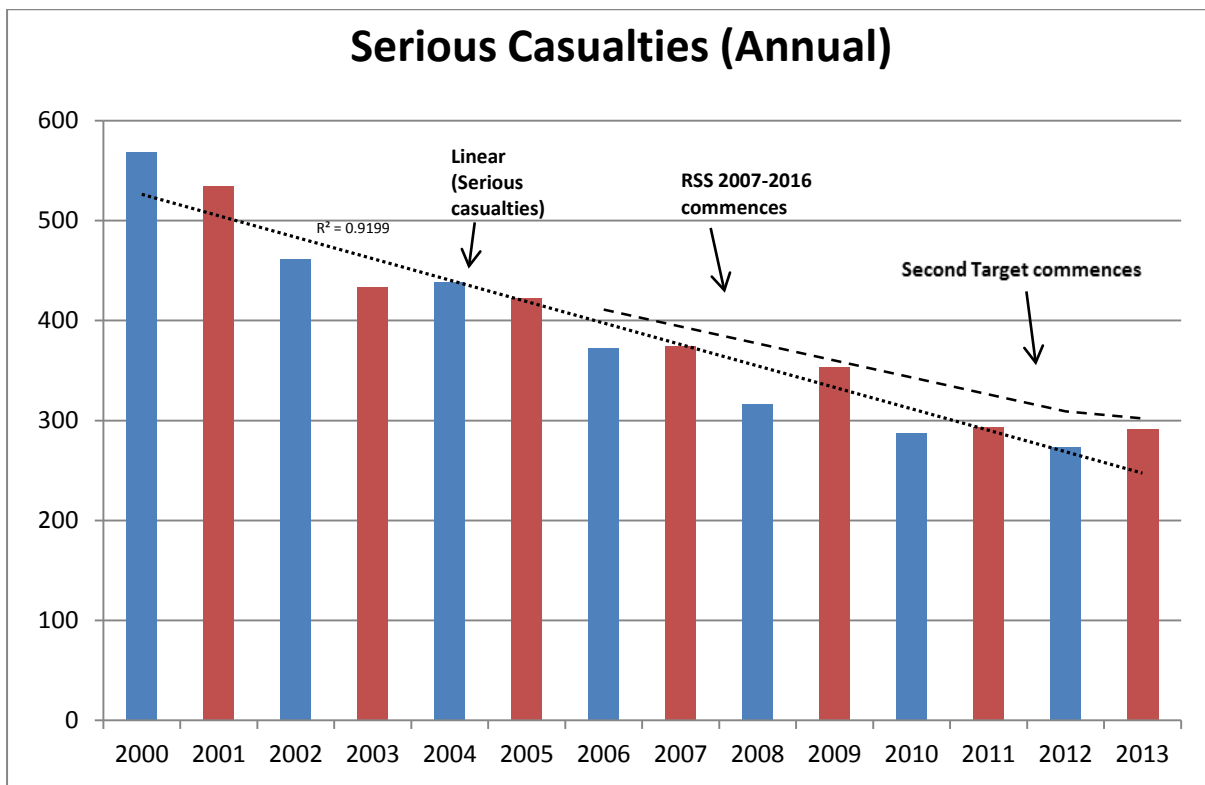
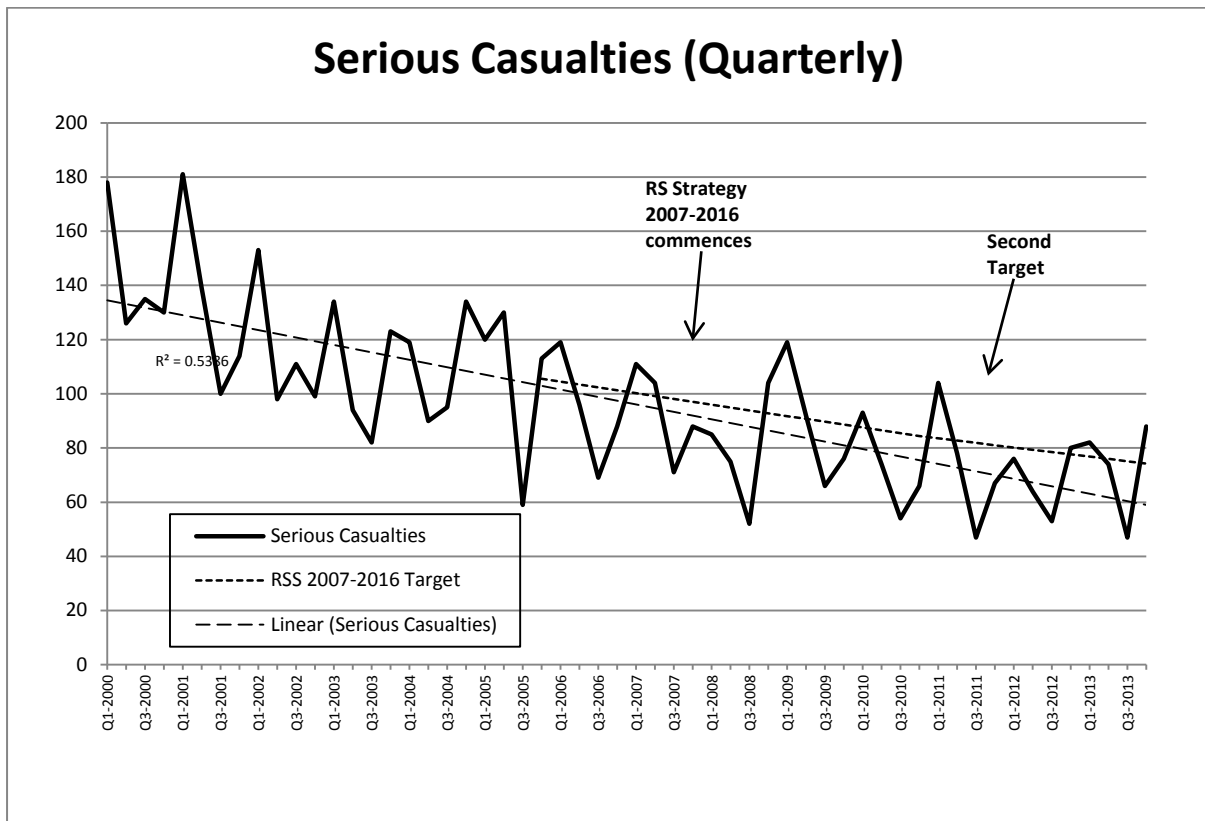
#### Baseline

		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>293</b>	<b>277</b>	<b>291</b>
<b>By Police District</b>	North	124	94	87	28	98	70	83	96	91
	West	102	99	94	86	87	80	75	52	80
	South	78	71	65	67	56	51	56	52	60
	East	118	108	128	105	112	86	79	77	60
<b>By Speed Zone</b>	60 or less	136	124	110	120	132	96	102	94	109
	70-90	67	59	59	49	48	49	48	51	48
	100-110	219	189	205	147	173	142	143	132	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	130	125	92
	Passenger	85	96	94	68	83	42	51	52	66
	Pedestrian	44	31	27	26	32	32	34	38	30
	Motorcyclist	78	80	66	68	76	76	66	50	82
	ATV Rider	6	4	11	7	11	4	4	4	3
	Bicyclist	17	12	7	8	13	10	8	7	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	97	88	91
	30-49	141	112	113	94	87	99	78	64	76
	50-64	46	43	51	43	58	38	50	55	43
	Over 64	45	37	35	38	46	29	44	49	58
	Not known	3	1	3	4	0	1	0	1	0
<b>By Crash Type</b>	<b><u>Multi-Vehicle</u></b>									
	From adjacent directions	30	21	24	22	19	17	10	12	16
	From opposing direction	64	94	74	58	57	56	67	60	45
	From same direction	18	18	9	18	12	14	18	15	13
	Overtaking	27	11	23	4	20	10	10	5	10
	Manoeuvring	20	18	29	28	31	18	15	14	22
	<b><u>Pedestrian &amp; Other</u></b>									
	Pedestrian	43	32	26	26	32	33	37	37	30
	Passenger & Misc	13	5	3	2	3	2	4	5	6
	<b><u>Single Vehicle</u></b>									
	Off path on curve	118	98	107	79	107	81	83	76	75
	Off path on straight	80	64	70	71	65	47	47	47	59
	On path	9	11	9	8	7	11	10	6	14

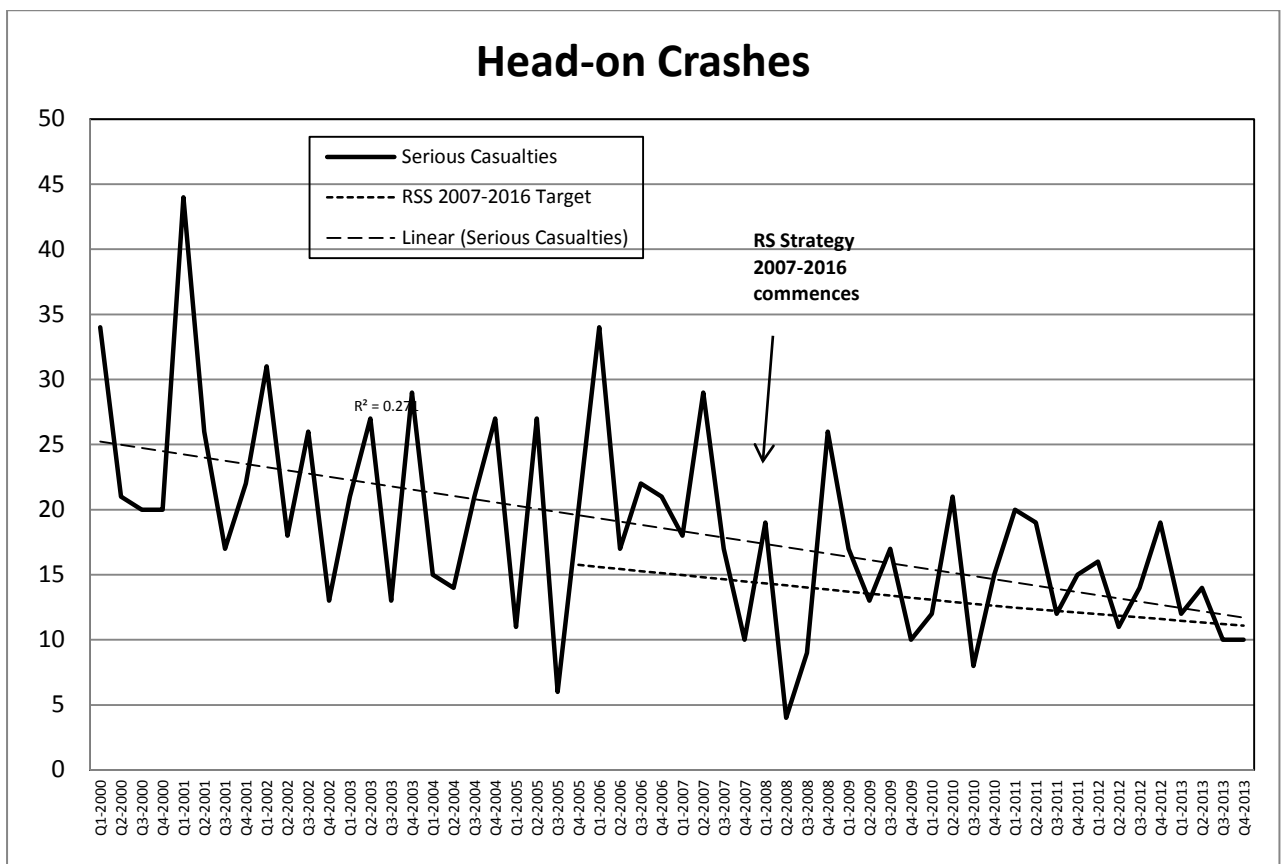
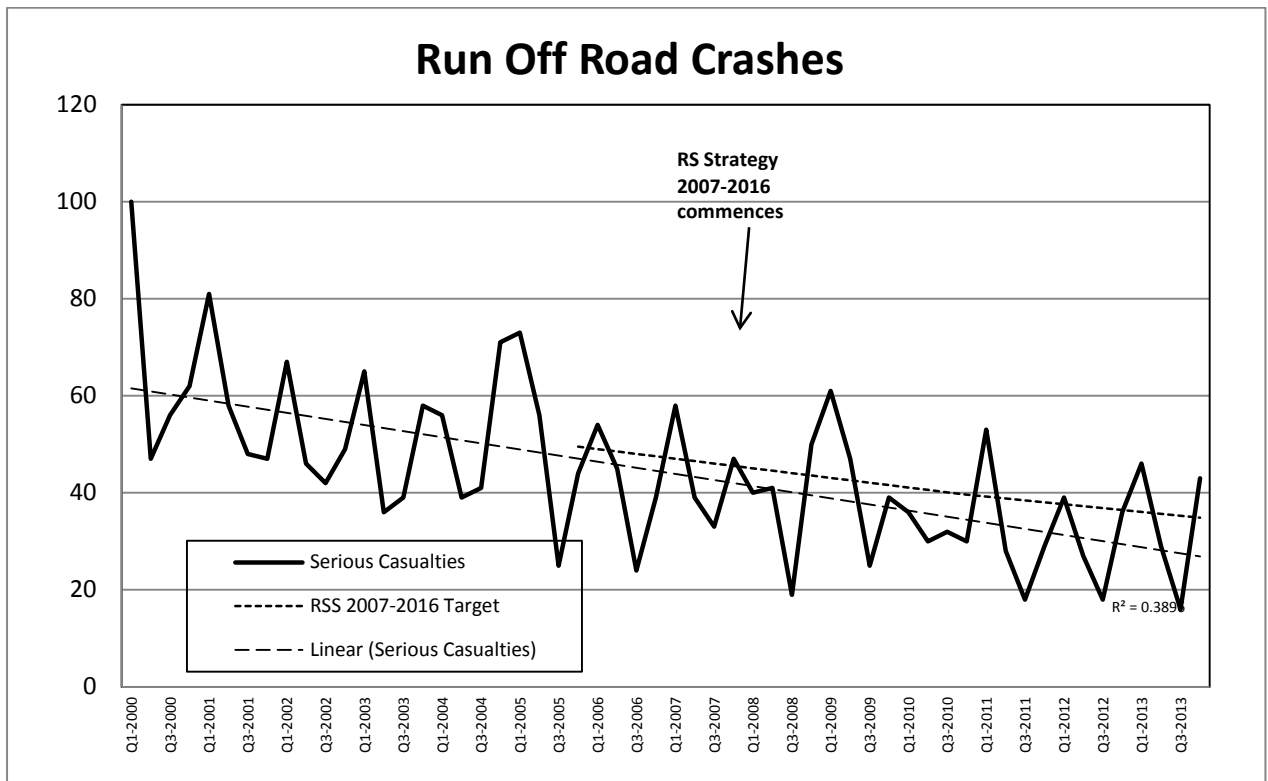
## Statistics

		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>293</b>	<b>277</b>	<b>291</b>	
	<b>TOTAL Crash Factors</b>	<b>793</b>	<b>794</b>	<b>814</b>	<b>796</b>	<b>915</b>	<b>660</b>	<b>558</b>	<b>554</b>	<b>546</b>	
Crash Factor (as per police report at scene of crash)	Alcohol	78	77	86	93	91	70	61	53	37	
	Animal on road	4	4	8	8	4	15	5	6	8	
	Asleep-fatigue	25	30	43	15	25	10	18	13	9	
	Distraction – external to vehicle	19	17	32	30	40	42	37	26	30	
	Distraction – in vehicle	14	19	12	13	12	15	9	10	16	
	Drugs	32	38	62	48	53	31	24	15	42	
	Exceeding speed limit	49	65	45	59	57	31	29	29	29	
	Excessive speed for the conditions/circumstances	111	111	73	74	85	66	86	79	84	
	There may be more than one crash factor associated with a crash.	Fail to give way	19	29	25	36	31	27	36	39	38
		Fail to obey traffic signals	3	6	5	7	2	6	5	4	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	10	13	33
		Inexperience	78	98	107	93	126	101	73	85	75
		Other obstruction on road	6	8	12	6	12	15	12	5	2
		Pedestrian on road	35	22	22	19	28	29	35	37	28
		Reversing without care	6	4	4	5	3	5	7	7	3
		Road defect	22	29	18	23	20	20	9	10	16
Turning without care		7	15	12	19	22	18	20	22	17	
Unwell-infirm		26	37	32	40	44	36	34	44	16	
Using a mobile phone		2	2	3	1	1	2	2	1	0	
Vehicle defect		23	18	28	18	49	15	21	21	12	

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

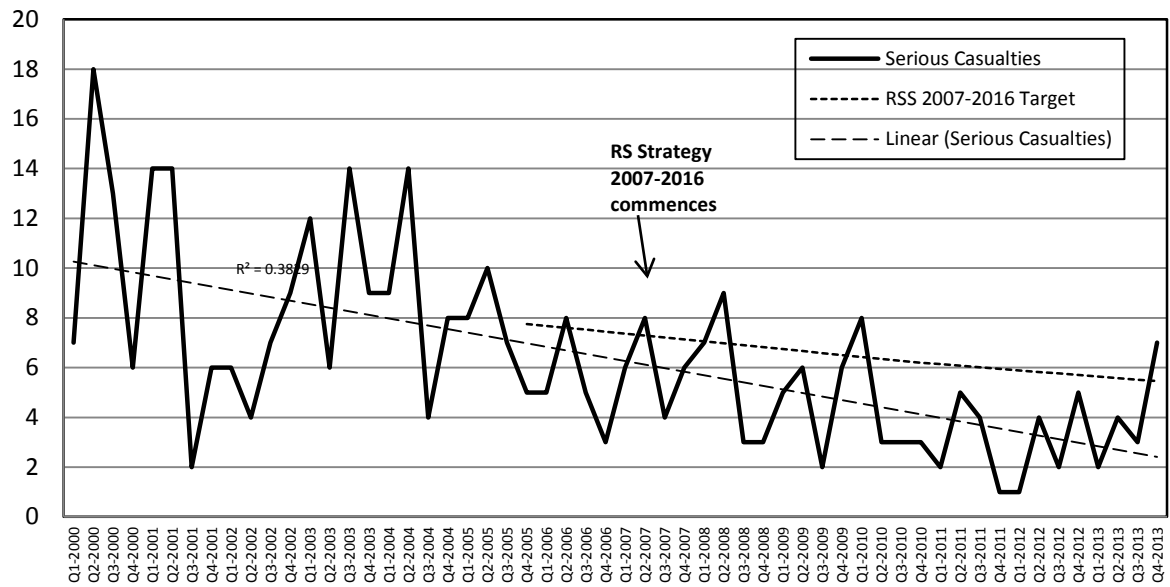




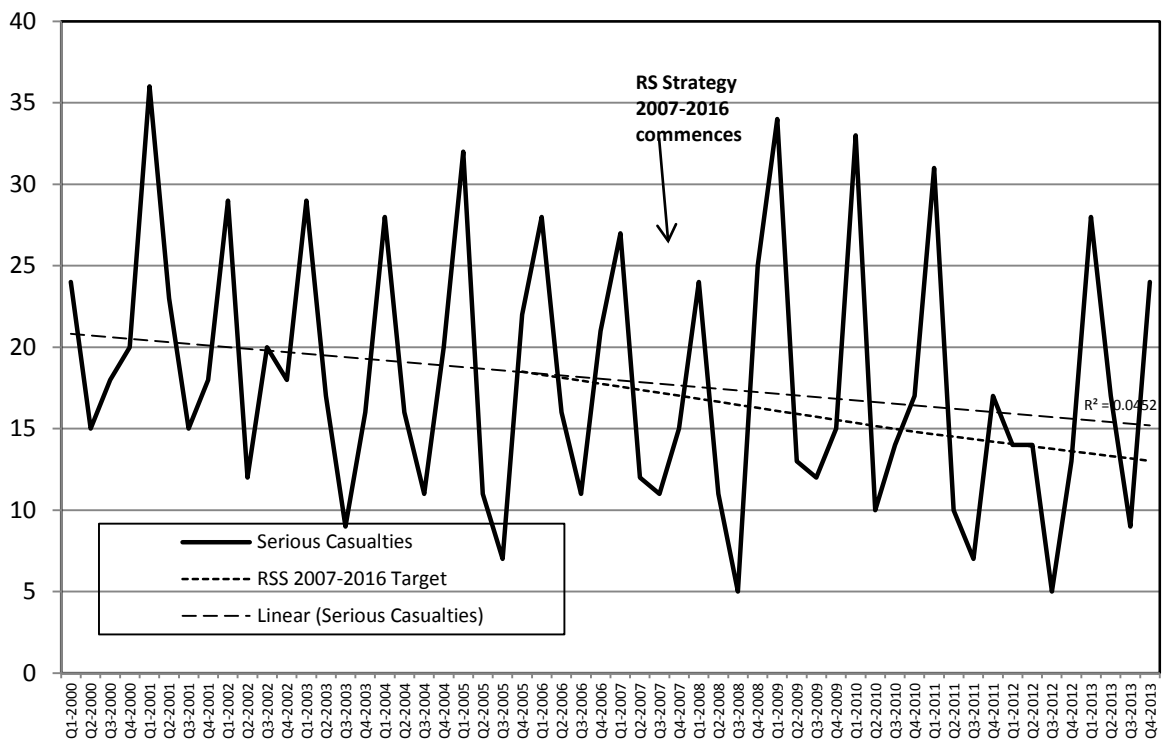


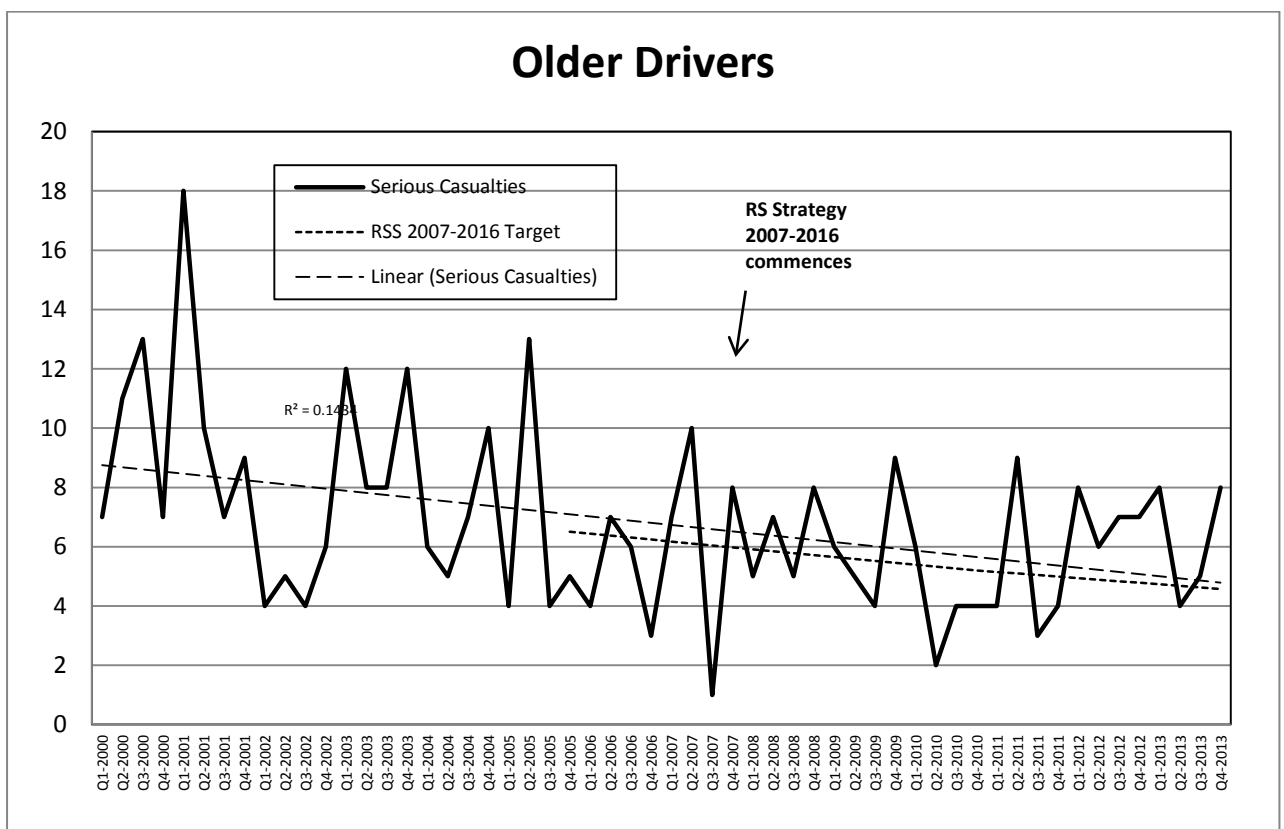
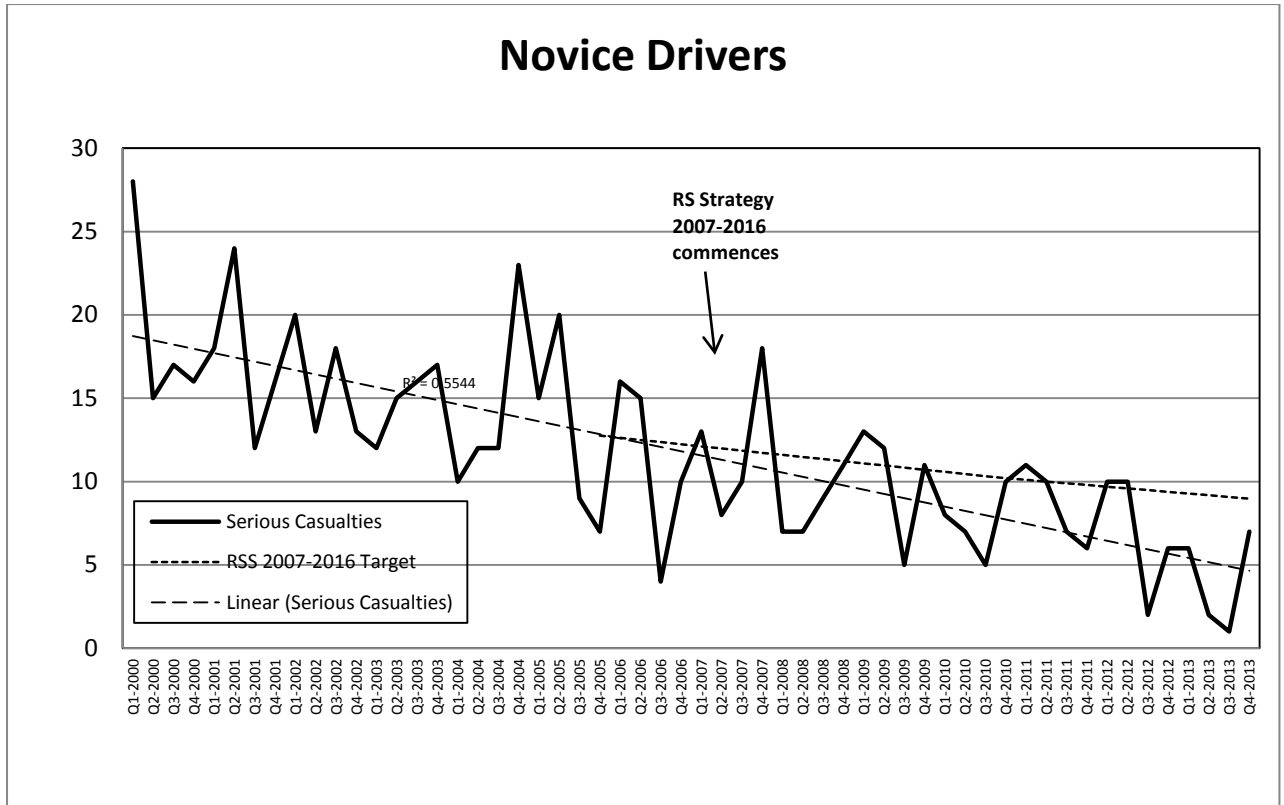
# Statistics

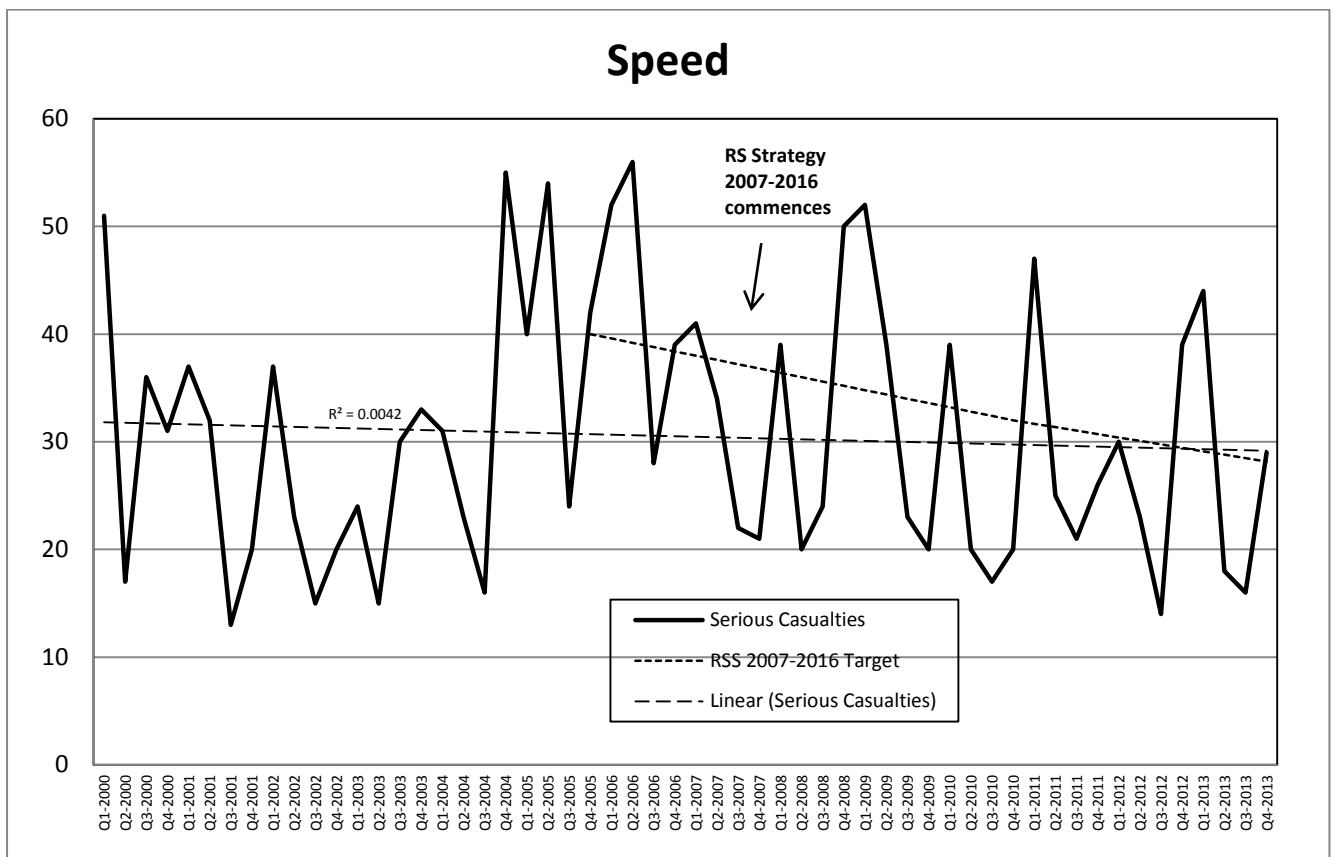
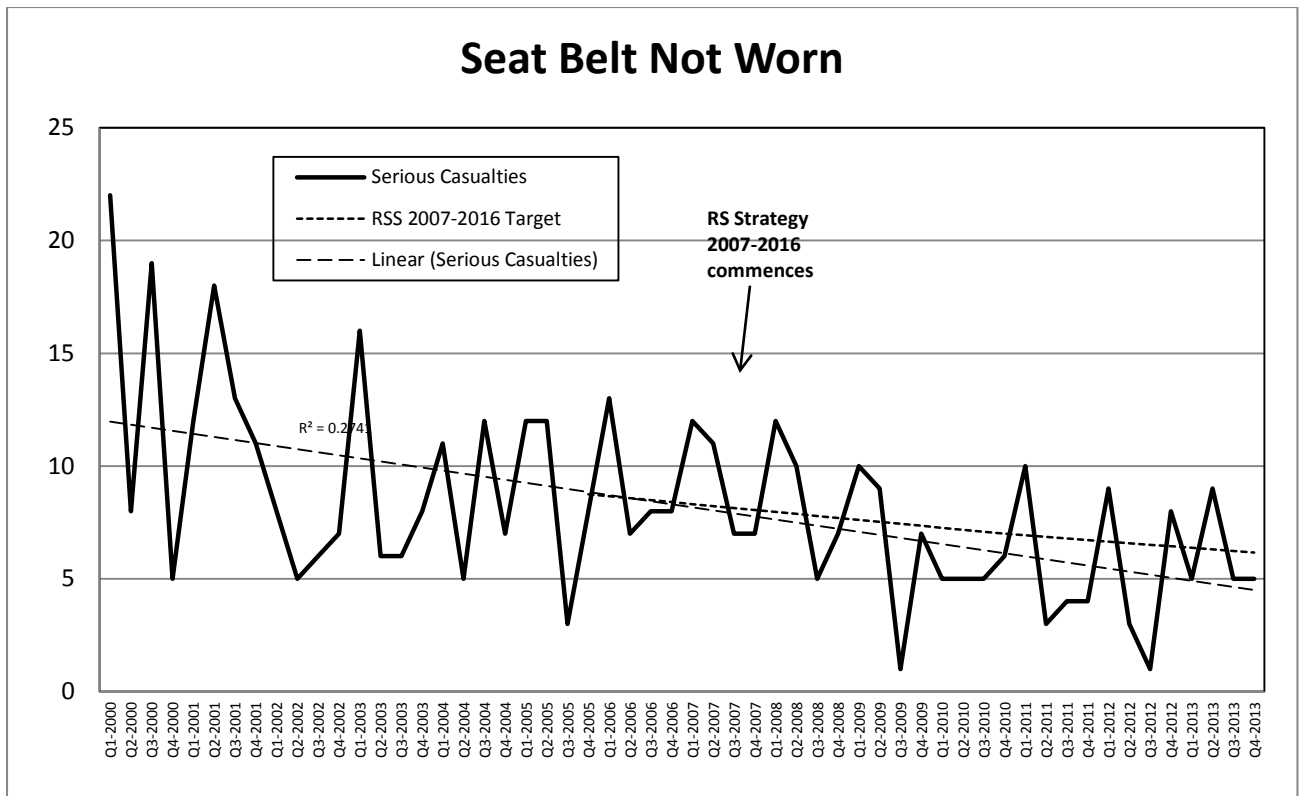
## Angle Collisions



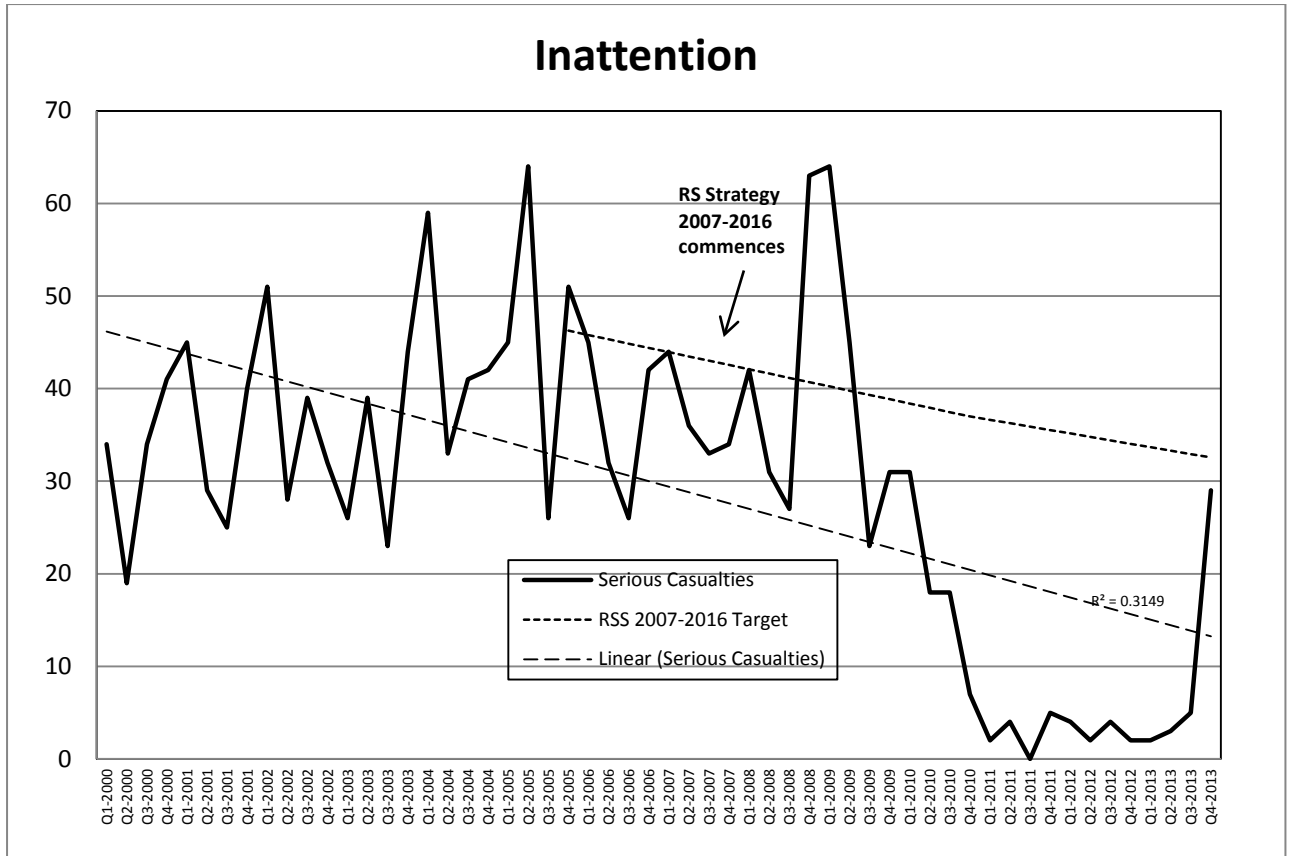
## Motorcycle Riders







# Statistics



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

