

Our Safety Our Future

AGENDA ITEM 6

Tasmanian Road Safety Strategy 2007-2016



Progress Report

to the

Road Safety Advisory Council

including progress on the Work Program

as at

31 December 2014

Executive Summary

Executive Summary

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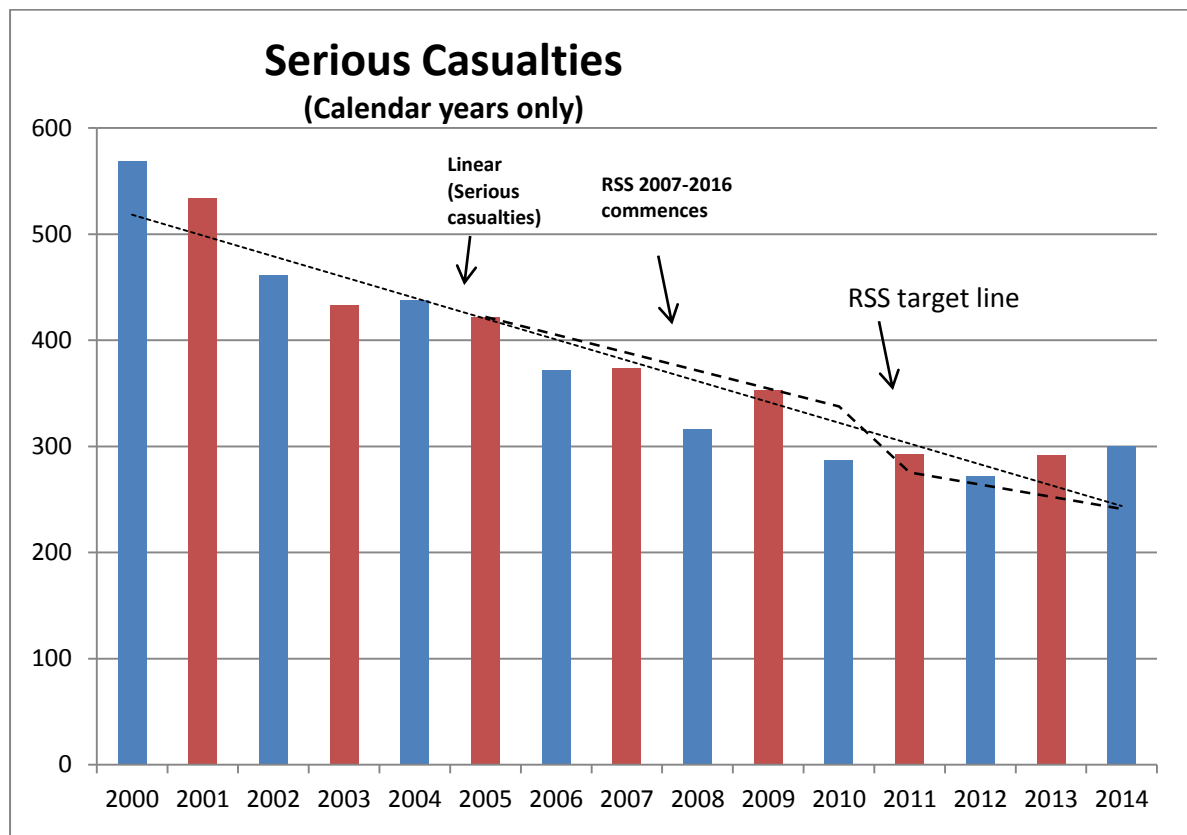
Progress on meeting the Tasmanian Road Safety Strategy targets

- 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.
- There were 300 serious casualties in 2014, compared to 292 in 2013, a 2.72% increase. 2014 is consistent with the five year serious casualty average of 300.2 (2009 – 2013).
- In the 2014 calendar year there were 36 fatalities on Tasmanian roads, equalling the number for 2013. This is a 2.7% decrease on the five year fatality average of 37 (2009 to 2013).
- 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). Data is not yet available for 2014.

	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

- 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 assess 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

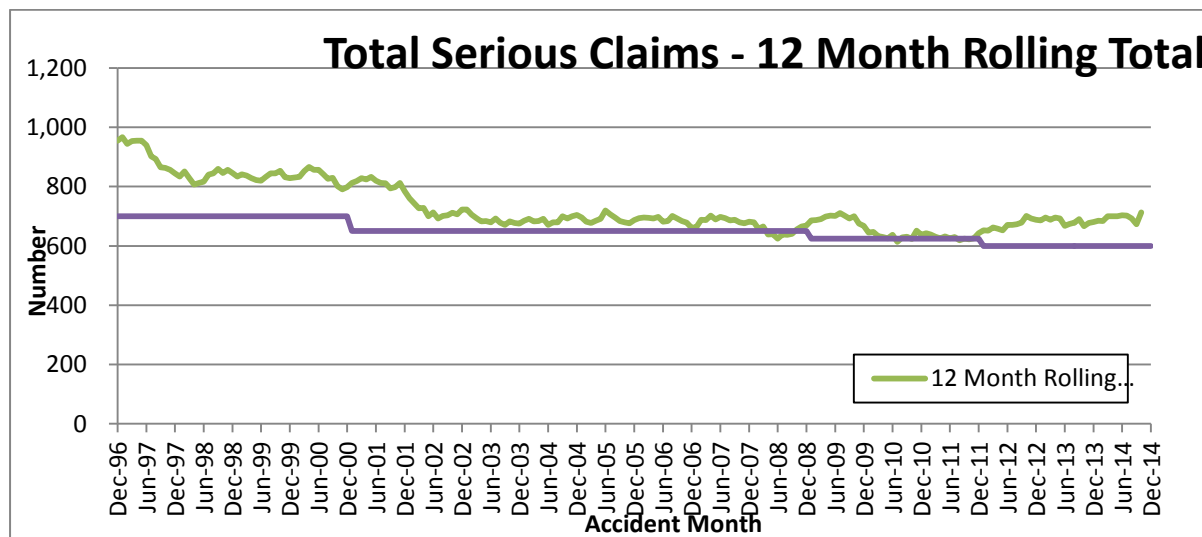
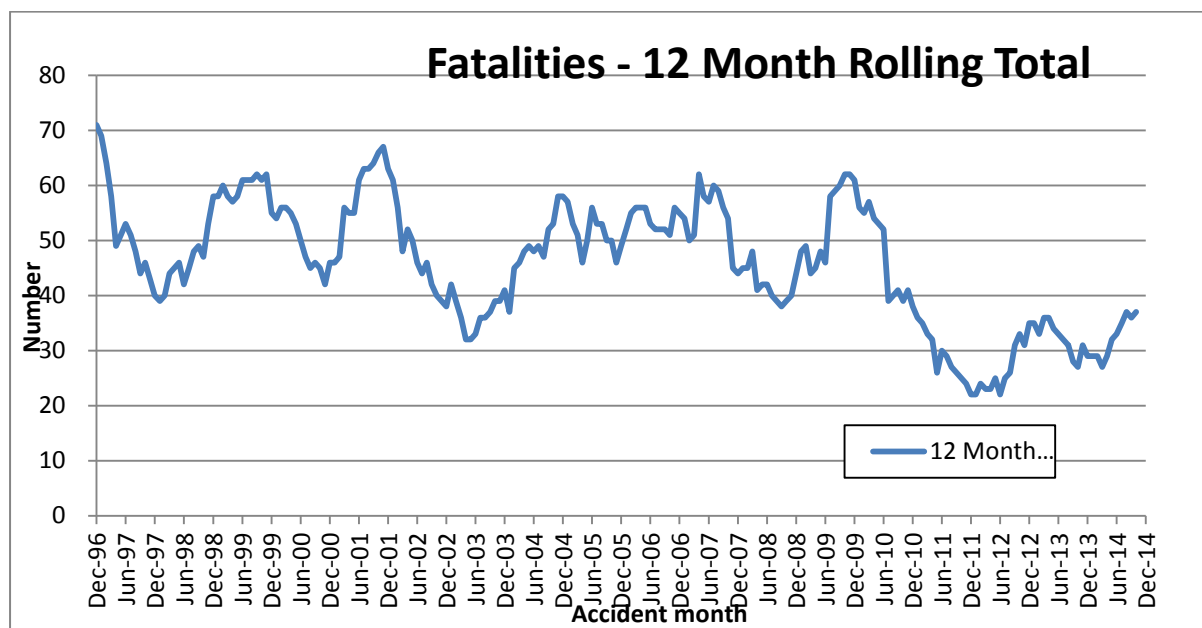
Five year average timeframe	Average	% of change	Period
Annual average of serious casualties 2001 - 2005	457.8	N/A	Baseline period
Annual average of serious casualties 2006 – 2010	340.4	- 25.6	Period 1
Annual average of serious casualties 2011 – 2014	290	-14.8	Period 2

NB. The current five year period, from 2010 to 2014, will have a lower average than in previous years as 2009, in which 63 fatalities occurred, has been removed from the five year period.

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

Key achievements since last report

Projects completed this quarter

- It's a Two-Way Street public education campaign – This was a project under the Cycling Safety Package and included radio advertisements and a fold-out brochure.

Projects previously completed and removed from Progress Report

- 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.

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

Tender awarded October 2014; work to commence early 2015.

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

R320011 – Audible Edge and Centre Lines Bass Highway

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

Reason for delay

Contractor constraints.

Action taken to address delay

The first 8.1km from Launceston was considered highest priority and was completed May 2014.
Tender awarded October 2014; work commenced December 2014.

652701 – East Derwent Highway and Goodwood Main Road Junction

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

Reason for delay

Relocation of services and other site preparation works.

Action taken to address delay

Relocation of services completed. Tender for construction awarded November 2014; construction to begin early 2015.

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

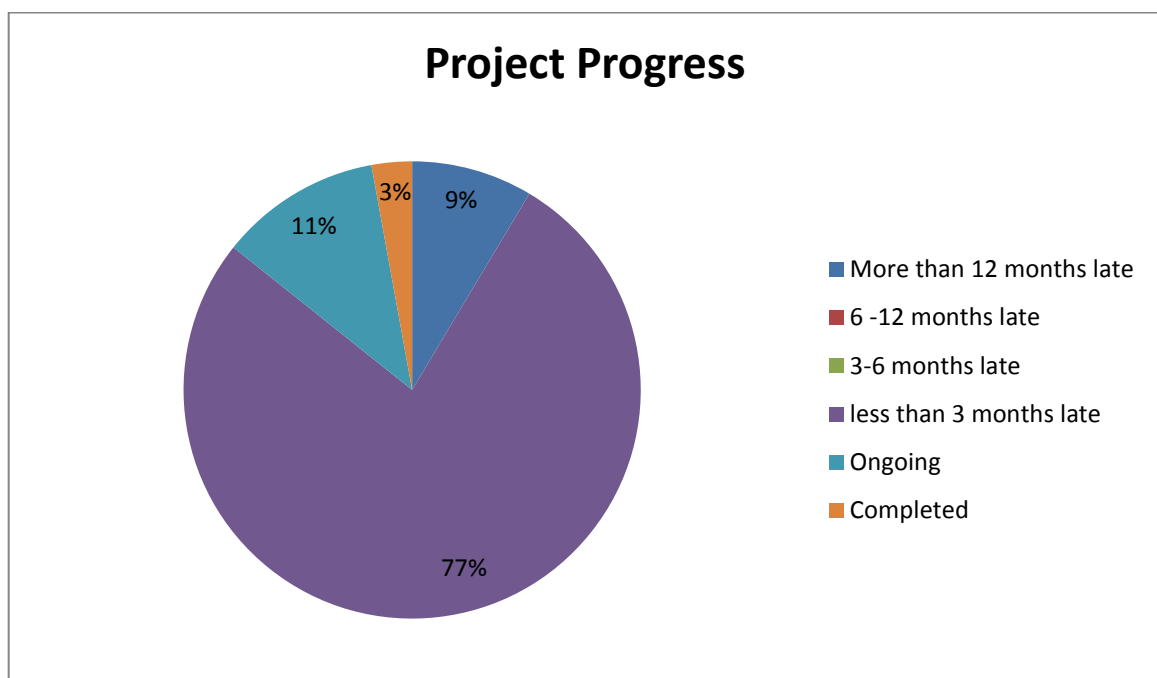
Better than expected contract price is expected to result in a saving of 19% on the estimated cost for this project.

Executive Summary

Project progress: schedule and budget

Budget information, milestones and project status are correct as at 31 December 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	27
Ongoing	4
Completed	1
TOTAL	35



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 the new Government's priority projects.

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

Comments

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

Strategic Direction 1 – Safer Travel Speeds

Road Safety 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. Sites approved (in principle) by Steering Committee
Dec 2014	Launch of media campaign	Dec 2014	Project Briefing to Media & Comms Services – Not Commenced
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	Dec 2014	GITC Order Completed
June 2015	Install of equipment on-site	Oct 2014	Not Commenced

Status

Desktop and site assessments have been completed and 8 sites have been approved in principle by Steering Committee, subject to State Growth's engineering assessment. Awaiting State Growth assessment to validate and sign-off on identified sites.

Completed GITC Order for software support and conversion of existing mobile speed cameras to a fixed solution utilising existing vendor, TESS.

Budget (\$)	
Total allocated budget for project	470,000
Expenditure in 2014/15	5,000
Total expenditure to date	5,000
Current Balance	465,000
Forecast total expenditure on completion	470,000
Forecast balance remaining on completion	0

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	Dec 2014	No claims received.
February 2015	Incurred costs ratified		
May 2015	Incurred costs ratified		
August 2015	Incurred costs ratified		

Budget (\$)		
Total allocated budget for project		600,000
Expenditure in 2012/13	30,643	
Expenditure in 2013/14	69,287	
Expenditure in 2014/15 to date	39,014	
Total expenditure to date		138,944
Current Balance		155,876
Forecast total expenditure on completion		294,820
Forecast balance remaining on completion		0

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, resulting in a high injury rate of 60%.

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

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

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

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

Strategic Direction 2 – Best Practice Infrastructure

Status

Stage 1: all work completed.

Stage 2: Work has commenced for the 2014-2015 construction period.

Budget (\$)		
Total allocated budget for project		8,500,000
Expenditure in 2012/13	208,386	
Expenditure in 2013/14	848,541	
Expenditure in 2014/15 to date	61,891	
Total expenditure to date		1,118,818
Current Balance		3,741,182
Forecast total expenditure on completion		4,860,000
Forecast balance remaining on completion		0

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.

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

Milestone Schedule		Milestone Progress	
Date		Date	
May 2014	Motorcycle Safety Working Group Established	May 2014	Completed
July 2014	Endorsement of (year 1) 2014/15 infrastructure projects and work plan for years 2 and 3 by the Motorcycle Safety Working Group	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)	December 2014	Scoping completed. Work to begin early 2015.
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		

Strategic Direction 2 – Best Practice Infrastructure

	projects (year 3)		
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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 (\$)		
Total allocated budget for project		300,000
Expenditure in 2014/15 to date	0	
Total expenditure to date		0
Current Balance		300,000
Forecast total expenditure on completion		300,000
Forecast balance remaining on completion		0

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	Dec 2014	Delayed to early 2015.
January 2014	Procure TAPMs		
April 2014	Install TAPMs		

Status

Scoping will commence early 2015 to identify number of TAPMs required.

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

Budget (\$)	
Total allocated budget for project	100,000
Expenditure in 2014/15 to date	22,112
Total expenditure to date	22,112
Current Balance	77,888
Forecast total expenditure on completion	100,000
Forecast balance remaining on completion	0

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	December 2014	Delayed to early 2015
March 2014	Warning signs delivered		
April 2014	Installation of warning signs and period of testing		
May 2014	Warning signs fully operational		

Status

Final design options being considered. Quotes will be sought early 2015.

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 (\$)	
Total allocated budget for project	50,000
Expenditure in 2014/15 to date	824
Total expenditure to date	824
Current Balance	49,176
Forecast total expenditure on completion	50,000
Forecast balance remaining on completion	0

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 2014	2 projects completed; 2 almost completed. Final design plans for 2014-15 projects being received. One further project approved for funding.

Strategic Direction 2 – Best Practice Infrastructure

December 2015	Final funding provided by State Government for 2014/15 projects after completion audit		
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Status

Round 1 – 2013-14

Huon Valley Council's footpath between Huonville and Ranelagh is now completed; Northern Midlands Council's footpath in Longford is also completed.

Two other projects have minor line marking and signage works still to undertake and should be completed January 2015.

Round 2 – 2014-15

The Program Steering Committee approved in-principle funding for one of the two resubmitted projects, the unsuccessful submission still did not meet the Program's objectives. 12 projects will now be funded in the 2014-15 financial year. The total estimated cost of these projects is \$674,670.

Budget (\$)		
Total allocated budget for project		1,500,000
Expenditure in 2012/13	0	
Expenditure in 2013/14	329,200	
Expenditure in 2014/15 to date	319,920	
Total expenditure to date		649,120
Current Balance		850,880
Forecast total expenditure on completion		1,500,000
Forecast balance remaining on completion		0

Comments

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.
		Dec 2014	Property boundary

Strategic Direction 2 – Best Practice Infrastructure

			adjustments to be finalised.
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Status

All major construction work was completed last quarter. With the new road alignment boundary readjustments are being considered in conjunction with the council and adjacent landholder. Negotiations will begin early 2015.

Budget (\$)		
Total allocated budget for project		2,000,000
Expenditure in 2008/09	151,543	
Expenditure in 2009/10	91,162	
Expenditure in 2010/11	1,002,227	
Expenditure in 2011/12	90,541	
Expenditure in 2012/13	254,946	
Expenditure in 2013/14	68,037	
Expenditure in 2014/15 to date	134,366	
Total expenditure to date		1,792,822
Current Balance		207,178
Forecast total expenditure on completion		2,000,000

Comments

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.
		Dec 2014	Line marking scheduled for March/April 2015.

Status

Resolving the minor pavement issues has been delayed due to unseasonal heavy rains, resulting in a delay to final line marking from summer to early autumn 2015.

Strategic Direction 2 – Best Practice Infrastructure

Budget (\$)		
Total allocated budget for project		7,750,000
Expenditure in 2011/12	326,455	
Expenditure in 2012/13	2,109,831	
Expenditure in 2013/14	3,948,030	
Expenditure in 2014/15 to date	57,276	
Total expenditure to date		6,441,592
Current Balance		1,308,408
Forecast total expenditure on completion		6,576,000
Forecast balance remaining on completion		1,174,000

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Levy Funded Project

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

Description

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

Milestone Schedule		Milestone Progress	
Date		Date	
July 2012	Detailed design report to be received from engineering consultants	December 2011	Consultant engaged.
July 2012	Detailed design report to be received from engineering consultants	March 2012	DA lodged with Meander Valley Council.
July 2012	Detailed design report to be received from engineering consultants	June 2012	Detailed design work on track.
August 2012	Tender process for construction phase	September 2012	Tender advertised 29 September 2012.
October 2012	Award tender	December 2012	Tender awarded.
November 2012	Commence works	March 2013	Work commenced early January 2013.
December 2013	Complete works	June 2013	Work stopped due to weather.
		September 2013	Work to resume in October.
		December 2013	Major construction works completed.
		March 2014	Final seal to be done in April 2014.
		June 2014	Final line marking to be done spring 2014.
		Sept 2014	Line marking now scheduled for late summer 2015.
		Dec 2014	Line marking scheduled for March/April 2015.

Status

Resolving the minor pavement issues has been delayed due to unseasonal heavy rains, resulting in a delay to final line marking from summer to early autumn 2015.

Strategic Direction 2 – Best Practice Infrastructure

Budget (\$)		
Total allocated budget for project		7,365,000
Expenditure in 2011/12	231,539	
Expenditure in 2012/13	4,042,978	
Expenditure in 2013/14	873,962	
Expenditure in 2014/15 to date	90,680	
Total expenditure to date		5,239,159
Current Balance		2,125,841
Forecast total expenditure on completion		5,985,000
Forecast balance remaining on completion		1,380,000

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Levy Funded Project

652701 East Derwent Highway and Goodwood Main Road Junction

Description

- The current intersection at the East Derwent Highway and Goodwood Main Road junction has a significant crash history. Crashes around this intersection typically involve drivers failing to allow a safe gap when making right turns from the East Derwent Highway southbound. Crash data shows that this junction has more 'right rear' crashes than any other intersection in Tasmania.
- A preliminary design report for the addition of a new slip lane was delivered by the consultant engineers at the end of February 2013. This preliminary work was funded by the 'Safer Roads' Program.
- The Road Safety Levy is funding the Detailed Design phase for the new slip lane and other improvements to the junction. In January 2014 approval was given for the Levy to fund 50% of the construction costs in the 2014-2015 construction period.

Milestone Schedule		Milestone Progress	
Date		Date	
April 2013	Consultants to begin work on detailed design plans.	March 2013	Start date on track.
June 2013	Detailed design report to be received from engineering consultants	June 2013	Detailed design documents will be delivered to 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.
		Dec 2014	Tender awarded and work has begun.

Status

Tender awarded early December and work commenced mid-December; completion is expected end March/early April.

Strategic Direction 2 – Best Practice Infrastructure

Budget (\$)		
Total allocated budget for project		750,000
Expenditure in 2012/13	37,988	
Expenditure in 2013/14	49,673	
Expenditure in 2014/15 to date	28,565	
Total expenditure		116,226
Current Balance		633,774
Forecast total expenditure on completion		750,000
Forecast balance remaining on completion		0

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.
		Dec 2014	Tender awarded October. Work to commence early 2015.

Status

Successful tenderer plans to start work early 2015.

Budget (\$)		
Total allocated budget for project		1,100,000
Expenditure in 2013/14	0	
Expenditure in 2014/15 to date	0	
Total expenditure		0
Current Balance		0
Forecast total expenditure on completion		1,100,000
Forecast balance remaining on completion		0

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Levy Funded Project

R320012 Audible Edge and Centre Lines - Bass Highway

Description

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

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
September 2013	Complete scoping work.	September 2013	Scoping completed.
March 2014	Majority of audible lines and RRPMs installed.	March 2014	Work commenced.
June 2014	Project completed	June 2014	Work on first 8.1km completed; tender for remaining work to be released end July 2014.
		Sept 2014	Tender advertised August 2014.
		Dec 2014	Tender awarded October; work commenced December.

Status

Successful tenderer commenced work on Bass Highway in December.

Budget (\$)		
Total allocated budget for project		2,400,000
Expenditure in 2013/14	322,433	
Expenditure in 2014/15 to date	1,171	
Total expenditure		323,604
Current Balance		2,076,396
Forecast total expenditure on completion		2,400,000
Forecast balance remaining on completion		0

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 2014	Communications Strategy to be developed on educating the public on the purpose and message of the signs	November – December 2014	Complete
November 2014 – January 2015	Consultation with local government to occur	December 2014	Scoping and liaising with local governments completed. Quotations for work being sought.
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.

Scoping for sign locations and liaison with local governments is now completed; minor adjustments were made to the routes after consulting with councils. Routes identified by councils as being marketed as cycling tourist routes were added to the scope. Quotations to deliver project are being sought and decision on contractor will be made in January 2015.

Budget (\$)		
Total allocated budget for project		100,000
Expenditure in 2014/15 to date	12,346	
Total expenditure to date		12,346
Current Balance		87,654
Forecast total expenditure on completion		100,000
Forecast balance remaining on completion		0

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Levy Funded Project

R360001 Midland Highway Safety Improvements – Integration with Commonwealth Funding

Description

A program of work is currently being prepared for priority road safety infrastructure improvements along the Midland Highway. Methodology being used is very similar to that endorsed by RSAC in February 2014 for projects to be funded under the Levy.

Projects are being identified by applying the 'Safe System' approach, adopted by all state and territory road authorities. The 'Safe System' approach recognises that persons will make mistakes, often resulting in crashes and that road infrastructure needs to be designed to take account of these errors. An important objective for safety improvements on the Midland Highway is to achieve a minimum 3 Stars Risk Rating based on AusRAP reporting methodology.

A number of infrastructure treatments are being scoped and planned including:

- installation of median flexible safety barriers and where appropriate edge flexible safety barriers;
- widening shoulders;
- audible edge and centre lines;
- additional climbing and/or overtaking lanes where required;
- junction improvements; and
- road cross-sections for the next generation of heavy vehicles.

AusRAP Star Rating

Midland Highway projects are being scoped to meet an AusRAP Rating of 3 stars using the following criteria:

1. where sections of median barrier are to be introduced, it will be important to provide consistency and reduce unnecessary driver confusion when transitioning from sections of road with a median barrier to sections without a median barrier;
2. road improvement projects identified under the Midlands Partnership Agreement;
3. road risk data from AusRAP; and
4. road auditing to ensure best practice infrastructure standards are met.

In November 2014 RSAC agreed that progress on the Midland Highway Safety Improvements Program will be reported on in the Progress Report for each RSAC meeting; with particular emphasis on the Midland Highway projects which have been cash-flowed from the Levy contribution.

Milestone Schedule
Ongoing to end of current Road Safety Strategy – November 2017.

Strategic Direction 2 – Best Practice Infrastructure

Status

Seven priority projects have been scoped for construction works to be undertaken in the 2014-15 construction season; with projects 1-4 listed below being co-funded by the Levy. Preliminary site preparation work has begun at each project site:

1. 2 Plus 1 with flexible safety barrier from Dysart to South of Kempton (continuing on from the flexible safety barrier installed under the Road Safety Strategy at Constitution Hill).
2. 2 Plus 1 with flexible safety barrier on existing three-lane sections north of Spring Hill.
3. Left turn deceleration lane at Mud Walls road intersection.
4. Roundabout at Kings Meadows connector to prevent queuing of vehicles turning off Midland Highway.
5. 2 Plus 1 with flexible safety barrier on existing three-lane sections south of Spring Hill.
6. Improve curve realignment south of Tunbridge.
7. Slow vehicle turnout lane for vehicles turning north out of Esk Main Road at Conara.

Projects being scoped for the 2015-16 construction season include:

1. 2 Plus 1 with flexible safety barrier continuing from South of Kempton to Melton Mowbray.
2. 2 Plus 1 with flexible safety barrier at White Lagoon-Mona Vale.
3. Safety improvement options through Mangalore.
4. 2 Plus 1 with flexible safety barrier south of Tunbridge and north of curve realignment.

Budget (\$)	
Total allocated budget for project	20,000,000
Expenditure in 2014/15 to date	89,562
Total expenditure to date	89,562
Current Balance	19,910,438
Forecast total expenditure on completion	20,000,000
Forecast balance remaining on completion	0

Comments

The Commonwealth Government is providing \$400 million over ten years under the Infrastructure Investment Program for improvements on the Midland Highway. The funding is contingent on the State providing a co-contribution of 20% of the project value.

In September 2014 RSAC endorsed that \$20m from the Road Safety Levy be provided to form part of Tasmania's commitment to the Midland Highway Program.

In November 2014 RSAC endorsed that the contribution from the Road Safety Levy to the Safety Improvements on the Midland Highway be allocated to a range of projects identified by the Department of State Growth.

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 commenced in spring 2014.

Budget (\$)

Total allocated budget for year 2014/15		500,000
Expenditure 2014/15 to date	41,512	
Total expenditure to date		41,512
Current Balance		458,488
Forecast total expenditure on completion		500,000
Balance remaining on completion		0

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 Government funding to establish, consolidate or expand their LDMP, providing a strong business case can be demonstrated.

For the first round, funding will be for a period of six months, until 30 June 2015. The following funding rounds (2015-16 and 2016-17) will be for 12 month periods.

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

Status

The Funding Assessment Panel assessed applications for LDMP funding on 4 December 2014. A Funding Assessment Panel Report was prepared and the recommendations were approved.

In summary:

- Of the 17 applications received, 16 Programs were funded;
- A total of \$336,931.77 was requested from programs and a total of \$276,773.22 was granted.
- One Program was not funded (this was a new program);
- Five Programs had their funding request fully granted; and
- Four Programs were provided with additional funds to increase their Program Coordinator hours for six months to assist them in increasing performance to meet the minimum on-road hours.

Budget

Strategic Direction 3 – Improved Safety for Young Road Users

Total allocated budget for project	N/A*	
Expenditure in 2014/15	111,995	
Total expenditure to date	\$388,768.	
Current Balance	0	
Forecast total expenditure on completion	0	
Forecast balance remaining on completion	0	

*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	24 September 2014	Complete Minute signed by Minister
Mid October 2014	Project Plan and Communication Plan approved	20 October 2014	Approved
Early December 2014	Amended regulations tabled in parliament	10 December 2014	Complete regulations gazetted
Early January 2015	Targeted communication strategy commences	Mid December 2014	Pre-education campaign to now commence on 27 January 2015, on scheduled to meet this date.
2 March 2015	Regulations take effect		

Strategic Direction 3 – Improved Safety for Young Road Users

Budget	
Total allocated budget for project	50,000
Expenditure in 2014/15	42,214
Total expenditure to date	42,214
Current Balance	7,786
Forecast total expenditure on completion	50,000
Forecast balance remaining on completion	0

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	
	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	November 2014	Completed
January 2015	Austroads to publish research report: <i>Summary of Literature of the Effective Components of Graduated Licensing Systems</i>	Feb/March 2015	Underway

Strategic Direction 3 – Improved Safety for Young Road Users

January 2015	Future project direction to be agreed with Minister		On hold
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Budget		
Total allocated budget for project per annum		70,000
Expenditure in 2012/13	10,000	
Expenditure in 2013/14	31,800	
Expenditure in 2014/15 to date		
Total expenditure to date		41,800
Current Balance		28,200
Forecast total expenditure on completion		70,000
Forecast balance remaining on completion		0

Comments

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

Strategic Direction 4 – Enhanced Vehicle Safety

Road Safety Levy Funded Project

654400 Australasian New Car Assessment Program (ANCAP)

Description

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

Milestone Schedule

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

Status

This is an ongoing program.

Budget

Total allocated budget for project per annum		12,500
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	
Total expenditure to date		42,078

Comments

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

Strategic Direction 5 – Complementary Initiatives

Road Safety Levy Funded Project

655151 Mandatory Alcohol Interlock Program

Description

In July 2013, the former Government introduced the Mandatory Alcohol Interlocks Program (MAIP), targeting high-level and repeat drink drivers.

Following discussions with the Joint Standing Committee on Subordinate Legislation, on 27 November 2013 a fee waiver was introduced for those people eligible to participate in the MAIP whose offence occurred prior to 31 July 2013.

Milestone Schedule	Milestone Progress
Transitional arrangement in place while participants whose trigger offences were prior to 31 July 2013 return to the licensing system.	

Status

As at 30 December 2014, 606 MAIP participants were in receipt of the fee waiver. 15 participants who were receiving the fee waiver have now successfully completed the MAIP.

It was originally estimated that up to 1,261 people would be eligible for the fee waiver, costing up to \$5 million. Based on current participation rates, it is estimated that the fee waiver will cost around \$3.3 million, spread over 7 years from 2013/14 to 2019/20.

Budget (\$)	
Total allocated budget for project	\$5,000,000
Expenditure in 2014/15 to date	\$182,513
Forecast total expenditure on completion	\$3,300,000
Total expenditure to date	\$609,821
Forecast balance remaining on completion	\$1,700,000

Comments

The exact balance remaining to be paid to those people in receipt of the fee waiver is dependent upon how many of the people eligible for the fee waiver return to the licensing system and participate in the MAIP.

Strategic Direction 5 – Complementary Initiatives

655300 RSAC and TRSS Support

Description

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

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

Milestone Schedule
Ongoing

Status

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

Budget	
Total allocated budget for project	N/A
Expenditure in 2007/08	95,017
Expenditure in 2008/09	121,411
Expenditure in 2009/10	287,119
Expenditure in 2010/11	379,972
Expenditure in 2011/12	384,448
Expenditure in 2012/13	204,448
Expenditure in 2013/14	284,028
Expenditure in 2014/15 to date	150,619
Total expenditure to date	2,553,022

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

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 (\$)	
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

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	Stage 1 - 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.	21 November 2014	Complete
23 November 2014	Share the Road television commercial goes to air.	26 November 2014	Complete
February 2015	Stage 2 – Concept development		

Status

The Share the Road campaign was launched by RSAC Chair Jim Cox on 21 November. The campaign includes a website, where people can pledge to share the road safely, a portable 'pledge' button that will be taken to public places and events and a Facebook page. Initial interest in the campaign has been high.

Budget (\$)	
Total allocated budget for project	200,000
Total expenditure to date	145,155
Current Balance	54,845
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	1 December 2014	Work started.
February 2015	Campaign launch	April/May 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 was launched on 1 October 2014.

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	1 October	Completed
October 2014	Distribution of brochures	From 1 October	Completed
October 2014	Radio ads	1 October to 4 November	Completed

Budget (\$)	
Total allocated budget for project	60,000
Total expenditure to date	56,500
Current Balance	4,500
Forecast total expenditure on completion	56,500
Forecast balance remaining on completion	4,500

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	18 November 2014	Option presented wasn't fully supported. Further consultation to occur with Cycling Safety Steering Committee.
End February 2015	State Growth to liaise with the Cycling Safety Steering Committee to consider other options for improving cycling safety for primary school aged children.		
May 2015	State Growth to report back to RSAC about the outcomes of		

Strategic Direction 5 – Complementary Initiatives

	discussions with the Cycling Safety Steering Committee.		
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Budget	
Total allocated budget for project	100,000
Expenditure in 2014/15	0
Total expenditure to date	0
Current Balance	0
Forecast total expenditure on completion	0
Forecast balance remaining on completion	0

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

The Road Safety Advisory Council's (RSAC's) recommended to the Minister for Infrastructure that investigations into amending the *Road Rules 2009* (the Road Rules) to permit motorists to cross centre lines on the road when passing a cyclist be undertaken.

A report was prepared investigating the issues and risks associated with amending the Road Rules to allow passing to occur. The report considered Tasmania's road network and examined the average lane widths, road markings and how they are determined, sight distances and speed differentials.

Based on the finding of the report the Minister agreed to amend the Road Rules, but with the provision, only when safe to do so.

A comprehensive communications strategy will assist with the delivery of key messages associated with the changes to the Road Rules.

The amendments to the Road Rules will commence on 25 February 2015.

Milestone Schedule		Milestone Progress	
Date		Date	
November 2014	Present paper to RSAC and Minister for consideration.	November 2014	Complete
November 2014	Minister approve amendments to the Road Rules	November 2014	Complete
February 2015	Amendments to the Road Rules to take effect.	February 2015	
February 2015	Communications activities to accompany changes to commence.	February 2015	

Status

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

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 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.

It was recognised that prior to implementation in each test, potential learner drivers must be provided with background education material. The material will be included in the revised version of the Road Rules Handbook, State Growth website and through the RSAC website.

The questions have now been submitted for inclusion in the learner licence test from 2 March 2015.

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

Status

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

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.

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 the safety of cyclists.

A range of strategies is being used to educate the motorists of the road rules that involve cyclists, these include:

- Production of a flyer for insertion into all light vehicle registrations that are registered to individuals and expire between 1 January 2015 – 30 March 2015 (approx. 130,000 vehicles);
- Information will be drip fed through social media e.g. Facebook and through Community Road Safety networks; and
- Detailed information on Share the Roads website, RSAC website and various local newspapers.

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.	November 2014	Completed
December 2014	Information uploaded to RSAC website.		In progress
January - March 2015	Flyers inserted in vehicle registrations.		
January 2015	Information distributed through Police social media (Facebook), and through CRSP networks.		
February 2015	Information in local newspapers and newsletters.		

Strategic Direction 5 – Complementary Initiatives

Status

Budget (\$)	
Total allocated budget for project	8,000
Total expenditure to date	200
Current Balance	7,800
Forecast total expenditure on completion	8,000
Forecast balance remaining on completion	0

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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	Completed

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.

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

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. It is envisaged that a combination of qualitative and quantitative baseline data be collected to allow for a potential future evaluation of minimum passing distance legislation should it be introduced in Tasmania

Milestone Schedule		Milestone Progress	
Date		Date	
January 2014	Project scope		
March 2015	Initial baseline data collected		
June 2015	Baseline data collection finalised		

Status

Scoping of this project is currently underway.

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

Comments

Total budget and funding source (if required) TBC once scoping completed.

Strategic Direction 5 – Complementary Initiatives

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

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.

Budget

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

Funding

Road Safety Levy 2014/15

As at 31 December 2014

2014/15 Financial Year	Proposed Budget 2014/15	Actual (ytd) 2014/15
Opening Balance (at 1 July 2014)		13,024,792
Revenue		
Road Safety Levy collected	13,000,000	6,254,839
Funds available for distribution	10,400,000	TBA
Total Funds available for distribution	20,385,859	TBA
Expenditure		
Safer Travel Speeds	470,000	560,797
Best Practice Infrastructure	11,076,718	822,444
Improved Safety for Young Road Users	675,000	255,718
Enhanced Vehicle Safety	20,000	15,331
Complementary Initiatives	1,124,000	760,682
Total	13,365,718	2,414,972
Closing Balance	7,020,141	TBA

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

Funding

MAIB Funding

As at 31 December 2014

2014/15 Financial Year	Budget 2014/15	Actual 2014/15	Balance
Expenditure (State Growth)			
Administration & Public Relations	319,238	105,381	213,857
Public Education	984,982	503,881	481,101
Research	146,091	6,000	140,091
	1,450,311	615,262	835,049
Expenditure (Police)			
Salaries	1,806,562	935,854	870,708
Operating Expenses	186,000	82,344	103,656
Equipment	469,537	72,791	396,746
	2,462,099	1,090,989	1,371,110
Total	3,912,410	1,706,251	2,206,159

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

Statistics

Statistics Overview

2014

- There were 300 serious casualties in 2014, compared to 292 in 2013, a 2.72% increase. 2014 is consistent with the five year serious casualty average of 300.2 (2009 – 2013).
- In the 2014 calendar year there were 36 fatalities on Tasmanian road, equalling the number for 2013. This is a 2.7% decrease on the five year fatalities average of 37 (2009 to 2013).
- Motorcyclists accounted for 27% of serious casualties in 2014, 28.5% of serious casualties in 2013 and 23.7% of serious casualties over the five year average. Motorcycles account for approximately 3% of vehicle registrations.
- There were no bicyclist fatalities in 2014, down from 4 in 2013. 12 bicyclists were seriously injured in 2014, down 14.3% on the 2013 total of 14 but up on the 5 year average of 9.4 serious injuries.
- 19 of the 36 fatalities (52.8%) occurred in 100km/h or 110km/h zones while 113 of the 264 serious injuries (42.8%) occurred in speed zones 60km/h or less
- The highest contributing crash factors in 2014 were; excessive speed for the conditions/circumstances (12.2%), alcohol (10.5%) inexperience (9%) and inattentiveness (8.8%). *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 48% of serious casualties, followed by head-on crashes with 18%.

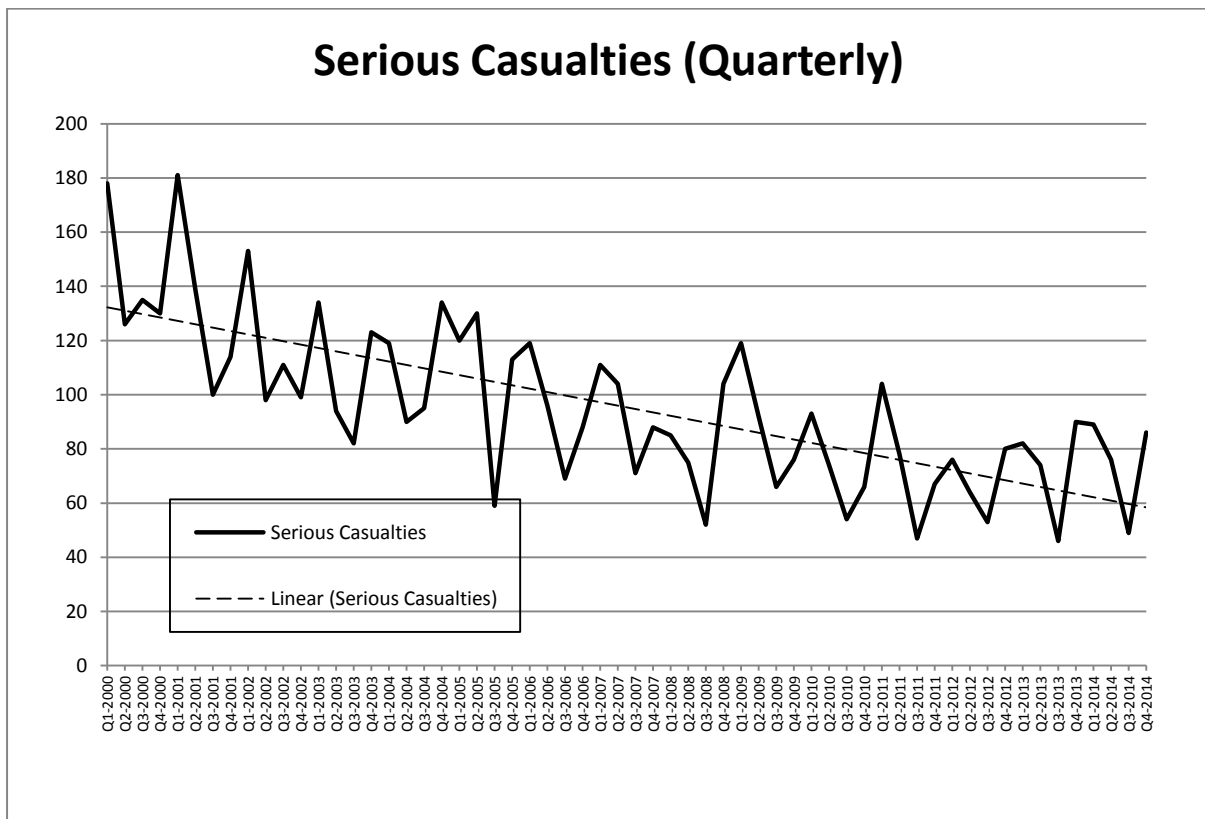
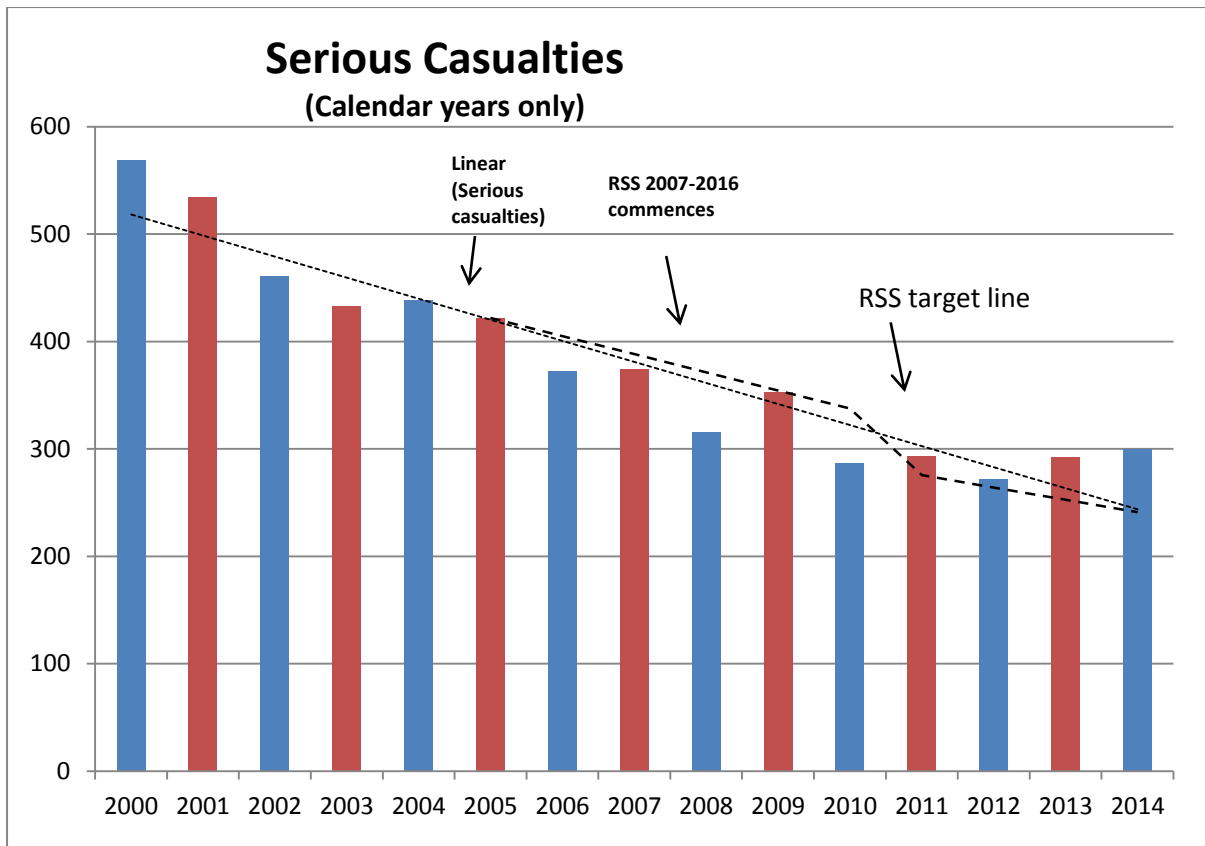
Statistics

The table below provides an overview of serious casualties from 2005 to 2014 by calendar year. Serious casualties include fatalities (died within 30 days of the crash) and serious injuries (hospitalised for more than 24 hours).

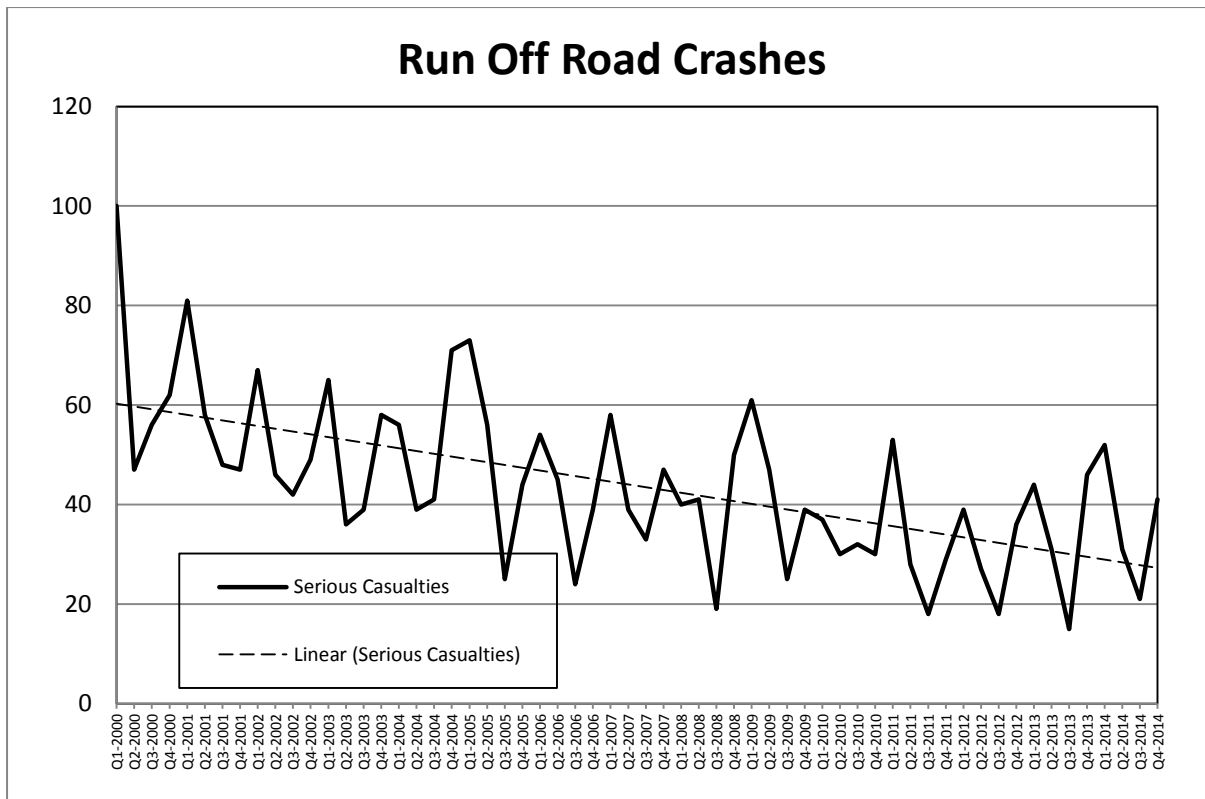
The source is data is from Police reports at the time of the crash.

Tasmania Together Baseline

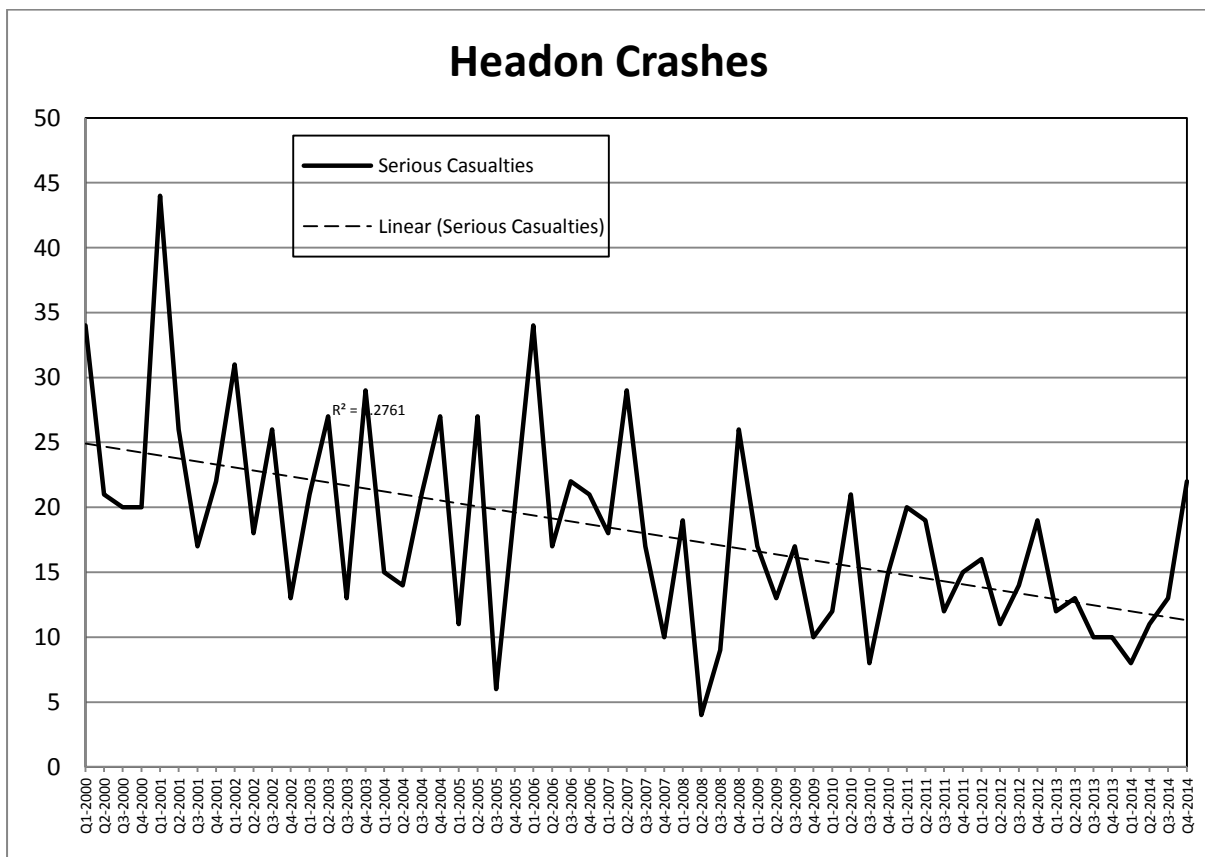
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	TOTAL Serious Casualties	422	372	374	316	353	287	296	272	292	300
By Police District	North	124	94	87	28	98	70	84	92	91	83
	West	102	99	94	86	87	80	77	52	80	91
	South	78	71	65	67	56	51	55	51	60	52
	East	118	108	128	105	112	86	80	77	61	74
By Speed Zone	60 or less	136	124	110	120	132	96	103	91	110	124
	70-90	67	59	59	49	48	49	48	51	48	54
	100-110	219	189	205	147	173	142	145	130	134	121
	Not stated	0	0	0	0	0	0	0	0	0	1
By Road User Type	Driver	190	148	169	139	138	122	121	112	92	116
	Passenger	85	96	94	68	83	42	49	47	66	56
	Pedestrian	44	31	27	26	32	32	29	30	30	30
	Motorcyclist	78	80	66	68	76	76	72	57	83	81
	ATV Rider	6	4	11	7	11	4	5	5	3	5
	Bicyclist	17	12	7	8	13	10	20	20	18	12
	Other	2	1	0	0	0	1	0	1	0	0
By Age Group	Under 17	50	35	41	21	32	25	24	20	23	21
	17-29	136	144	131	116	130	95	99	85	92	91
	30-49	141	112	113	94	87	99	78	65	76	89
	50-64	46	43	51	43	58	38	50	53	43	49
	Over 64	45	37	35	38	46	29	45	48	58	45
	Not known	3	1	3	4	0	1	0	1	0	5
By Crash Type	Multi-Vehicle										
	From adjacent directions	30	21	24	22	19	17	12	12	16	16
	From opposing direction	64	94	74	58	57	56	66	60	45	54
	From same direction	18	18	9	18	12	14	17	15	13	13
	Overtaking	27	11	23	4	20	10	11	5	10	5
	Manoeuvring	20	18	29	28	31	18	18	14	22	24
	Pedestrian & Other										
	Pedestrian	43	32	26	26	32	33	34	35	30	33
	Passenger & Misc	13	5	3	2	3	2	3	5	6	4
	Single Vehicle										
	Off path on curve	118	98	107	79	107	81	83	76	76	95
Off path on straight	80	64	70	71	65	47	45	44	59	51	
On path	9	11	9	8	7	11	7	6	14	5	



Statistics

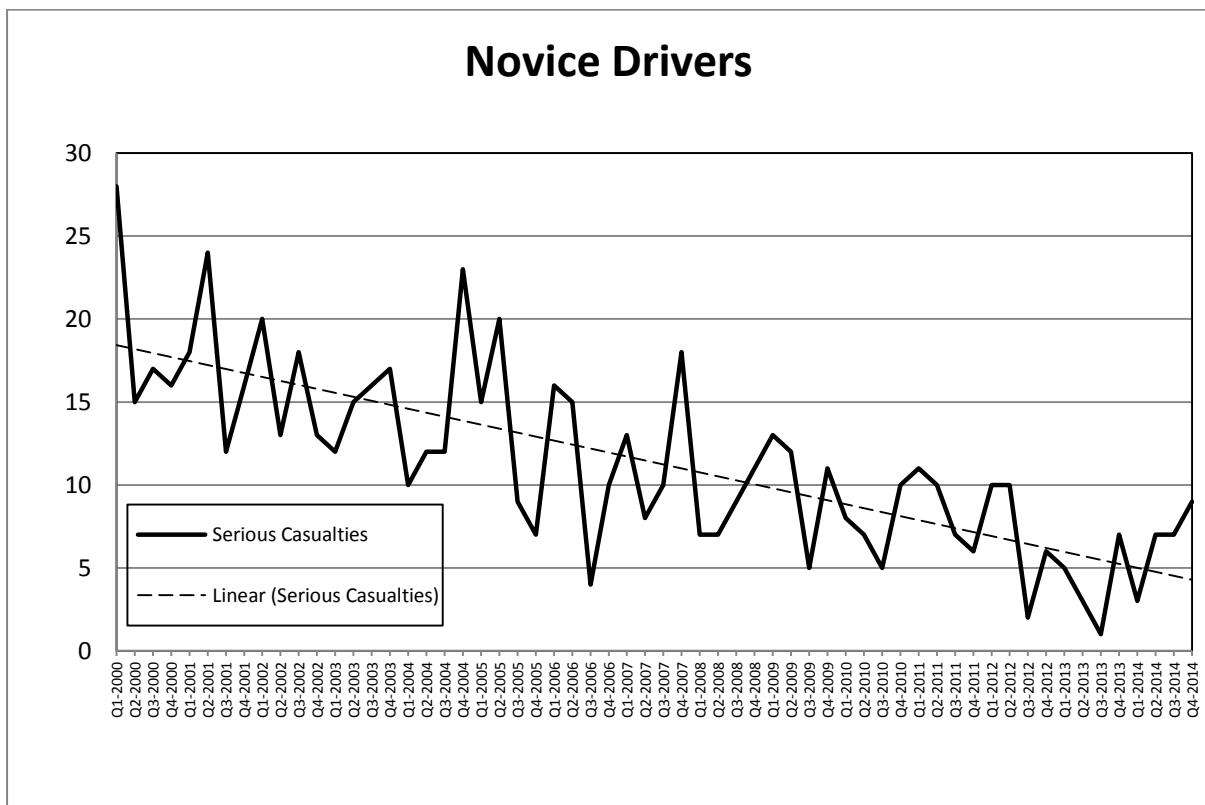
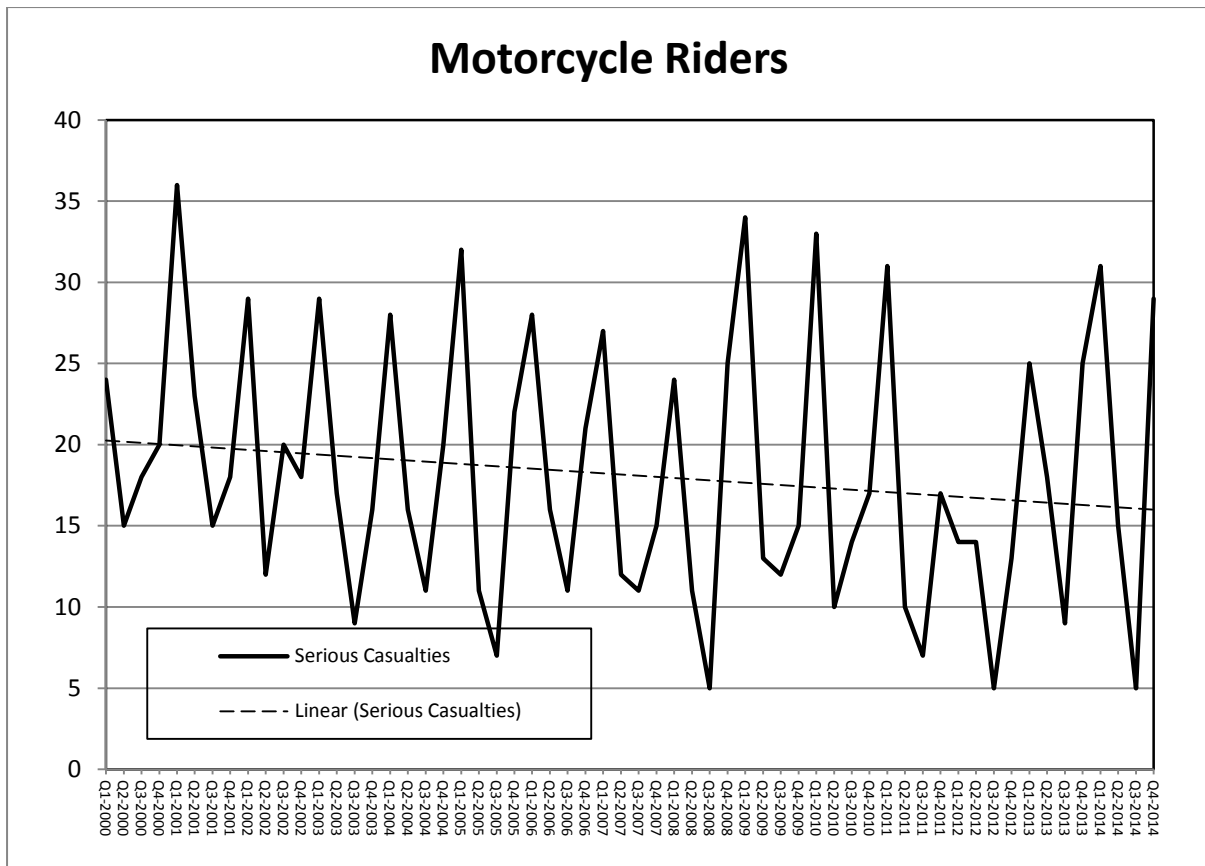


*Depicts serious casualties where a crash has occurred with the vehicle travelling off path through a curve or off path travelling straight



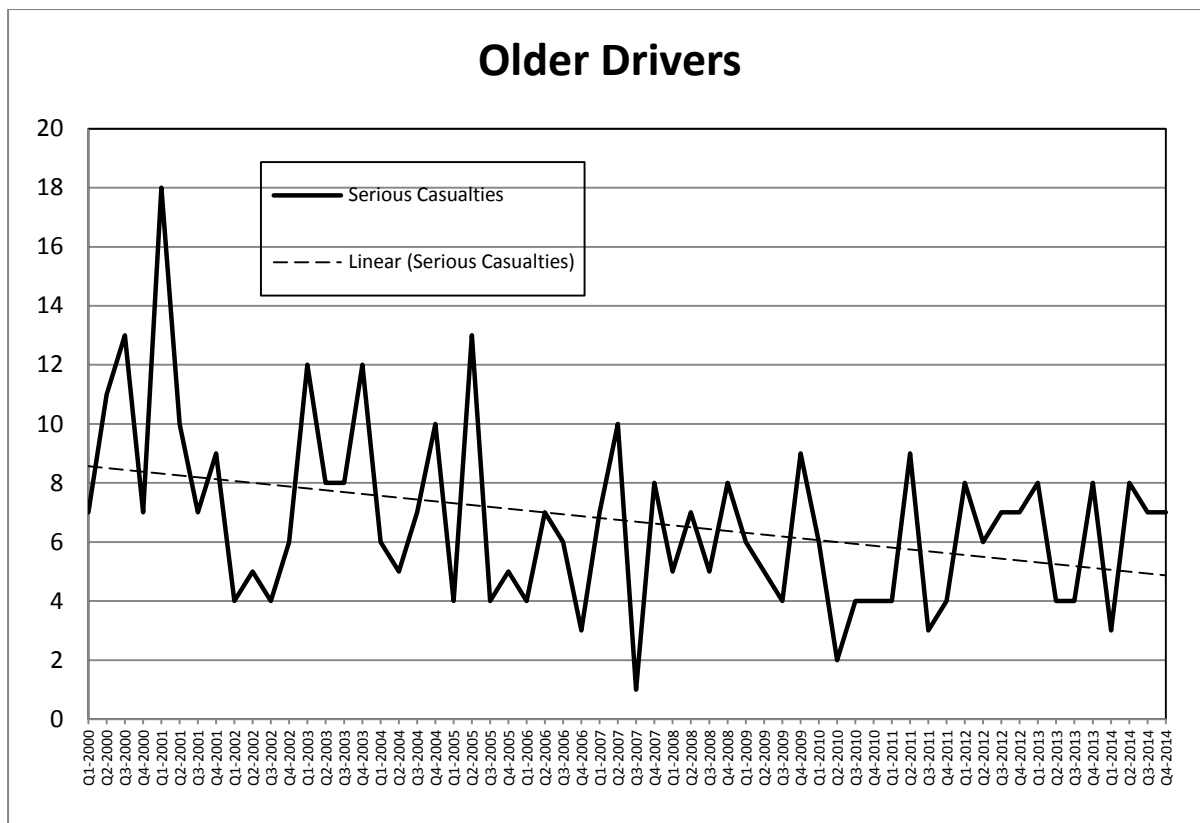
*Depicts serious casualties where a crash has occurred between vehicle from opposing directions

Statistics

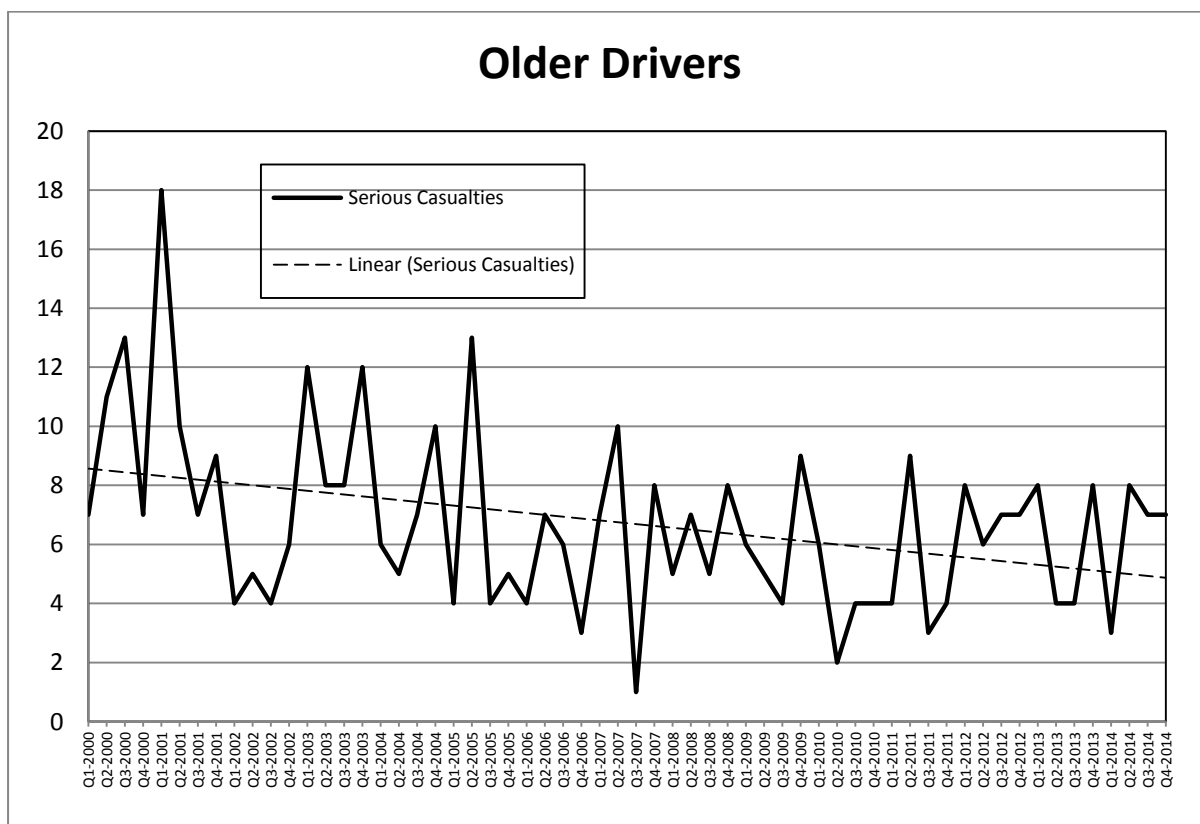


*Depicts serious casualties for drivers of a motor vehicle from 16 – 25 years of age

Statistics

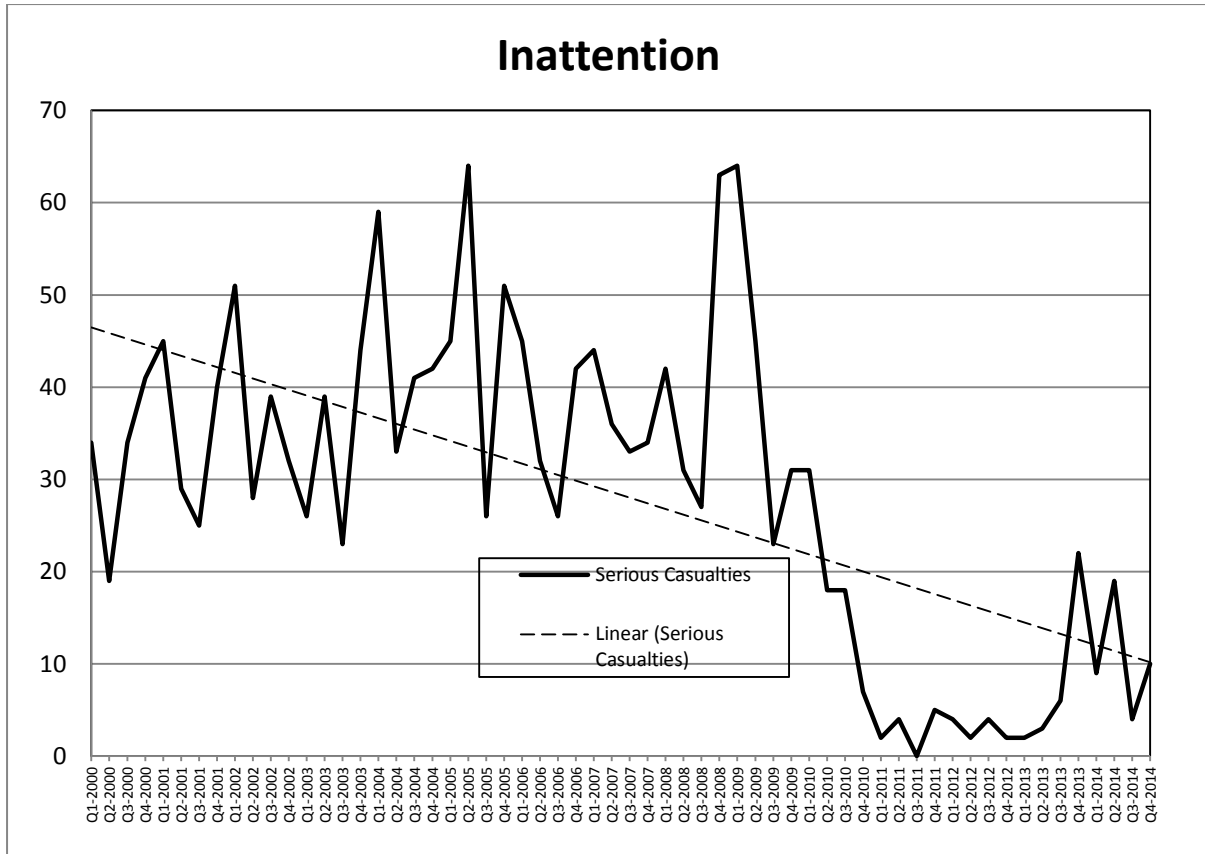


*Depicts serious casualties for drivers of a motor vehicle from 65 – 99 years of age

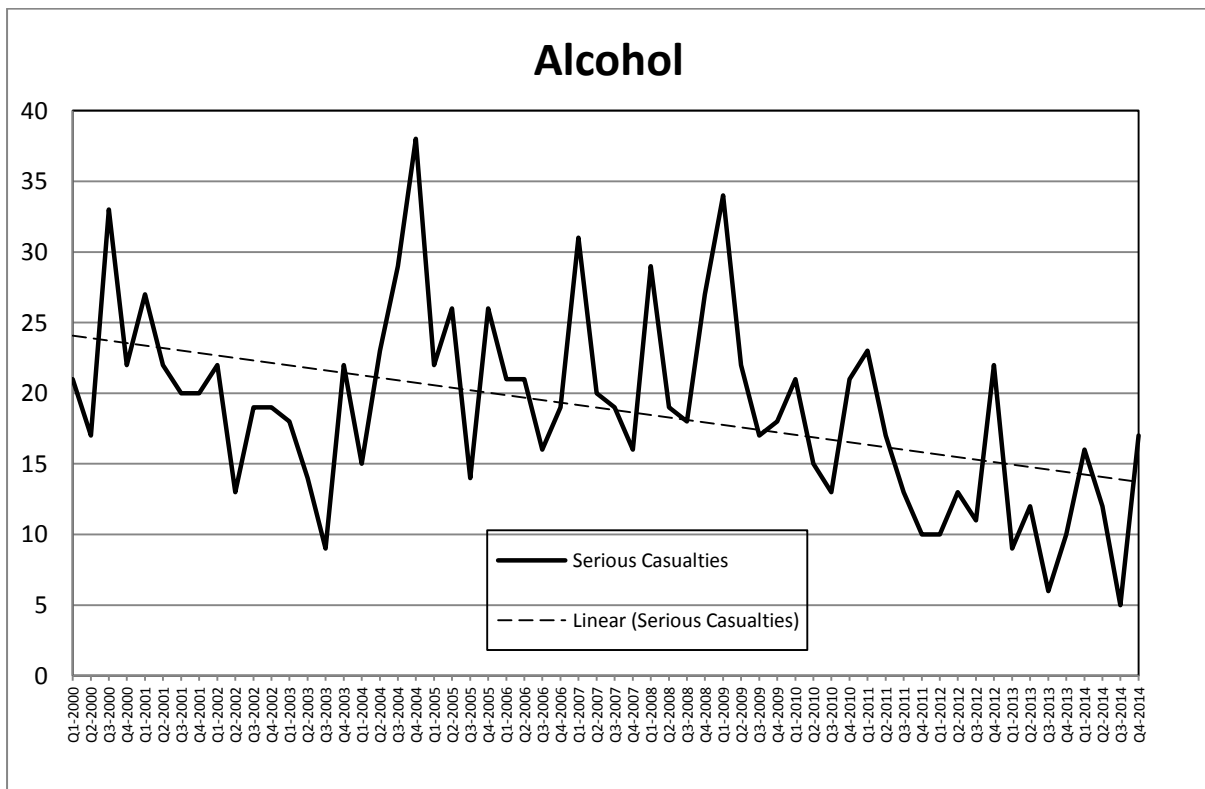


*Depicts serious casualties where the crash factor of exceeding the speed limit and/or excessive speed for the conditions/circumstances is listed as a contributing factor to the crash. There may be instances where both speed factors are recorded for a single crash.

Statistics

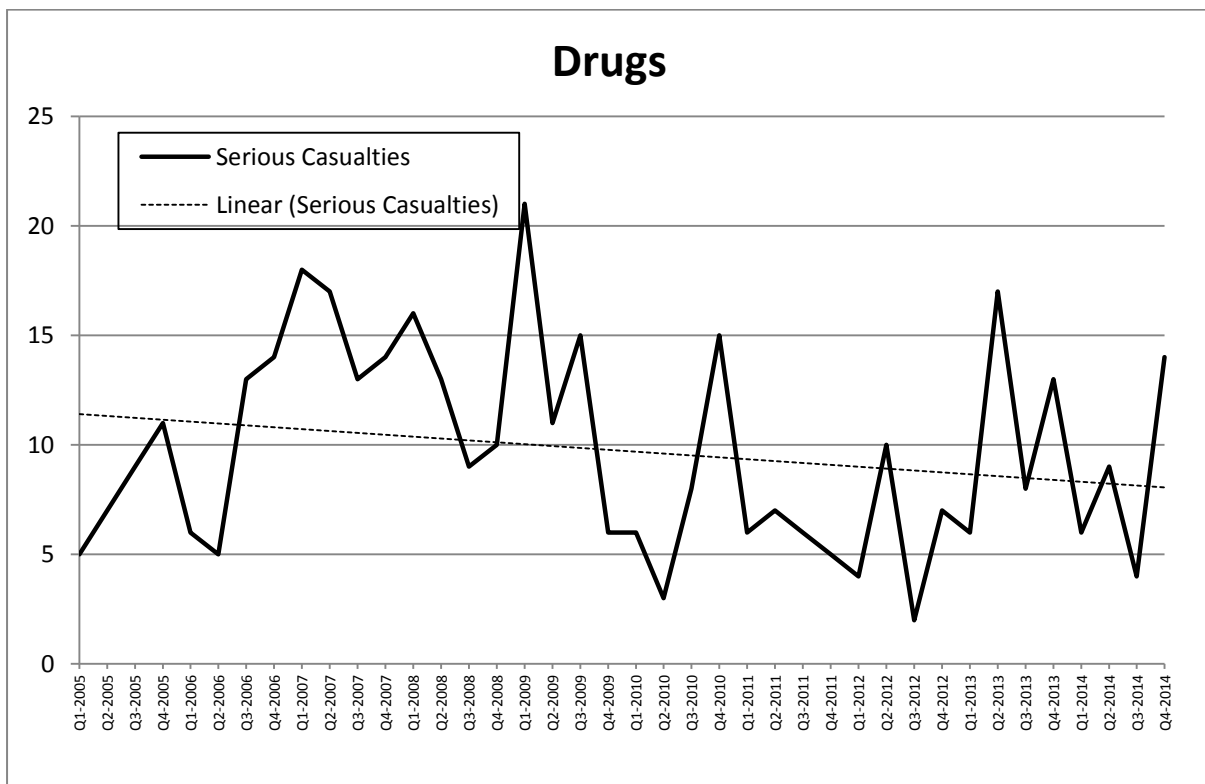
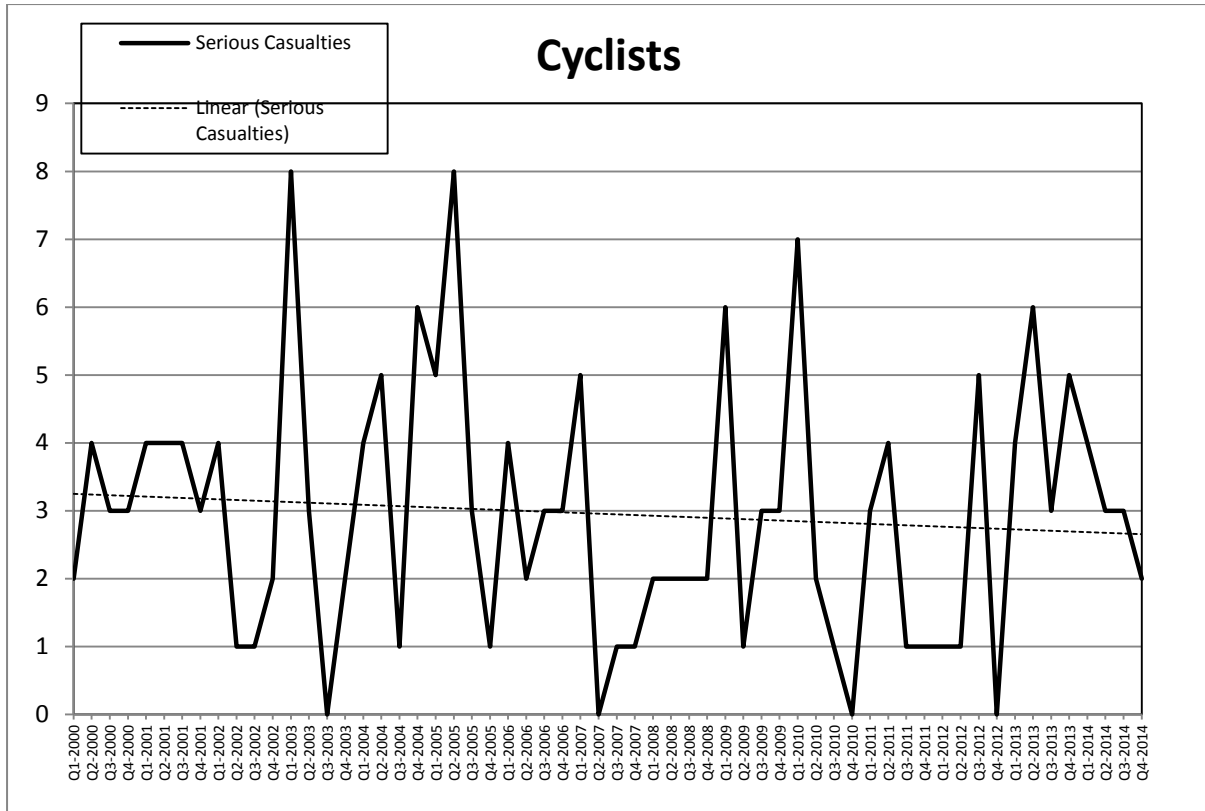


* From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



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

Statistics



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