

# Our Safety Our Future

Tasmanian Road Safety Strategy 2007-2016



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

as at  
31<sup>st</sup> March 2013

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## Executive Summary

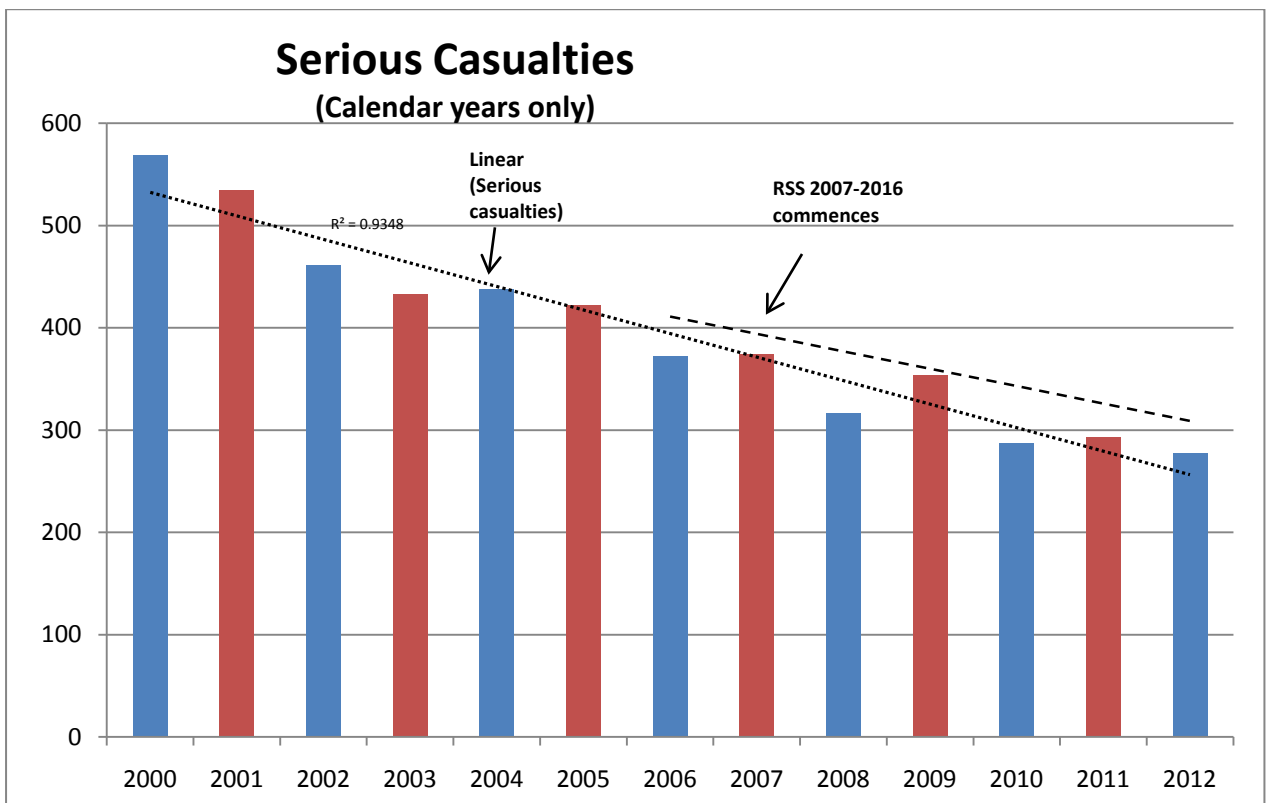
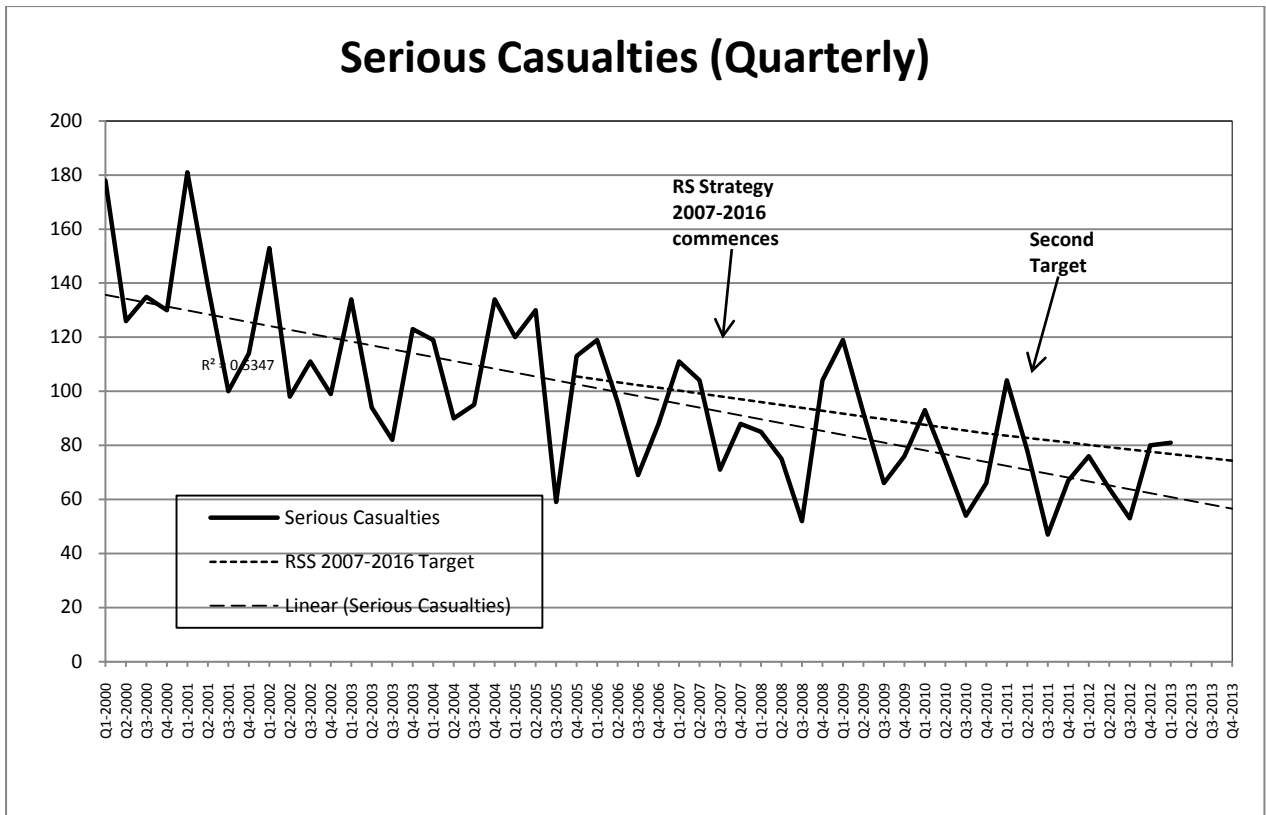
### Progress on meeting the Tasmanian Road Safety Strategy targets

- In order to measure progress in meeting the Tasmanian Road Safety Strategy 2007-2016 targets, and for national comparisons, the data used is as reported by Police at the time of the crash.
- As at 31 March 2013, the number of serious casualties is 81, compared to 76 for the same period in 2012, a 6.6% increase. This is also a 15.1% decrease on the five year average serious casualties of 95.4 (2008 to 2012).
- For the 2012 calendar year, there were 32 fatalities on Tasmanian roads compared to 24 fatalities for 2011, a 33.3% increase. This is also a 20.8% decrease on the five year average fatalities of 40.4 (2007 to 2011).
- The table below outlines road crash deaths for individual states and territories for the period 2003 to 2012.

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

## Executive Summary

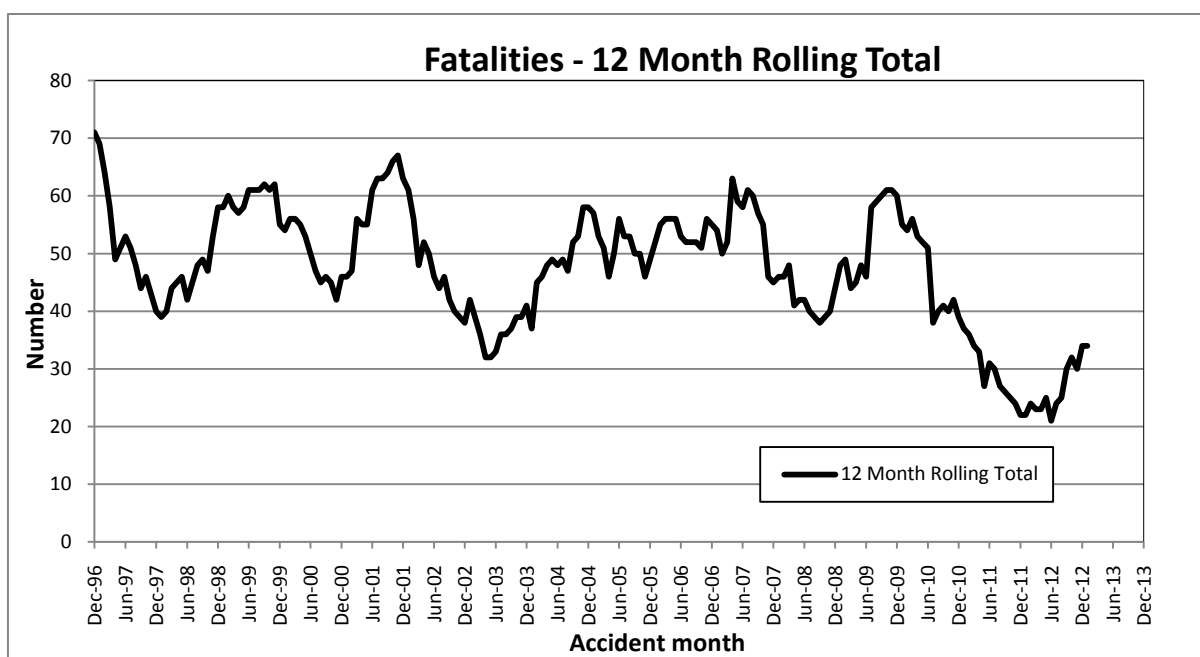
- Despite the significant increase in serious casualties in 2009, Tasmania is still tracking ahead of the Tasmanian Road Safety Strategy long-term target for road safety. The first target of ‘by 2010: a 20% reduction in serious injuries and fatalities from 2005’ has been reached with a reduction of 30.6%.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



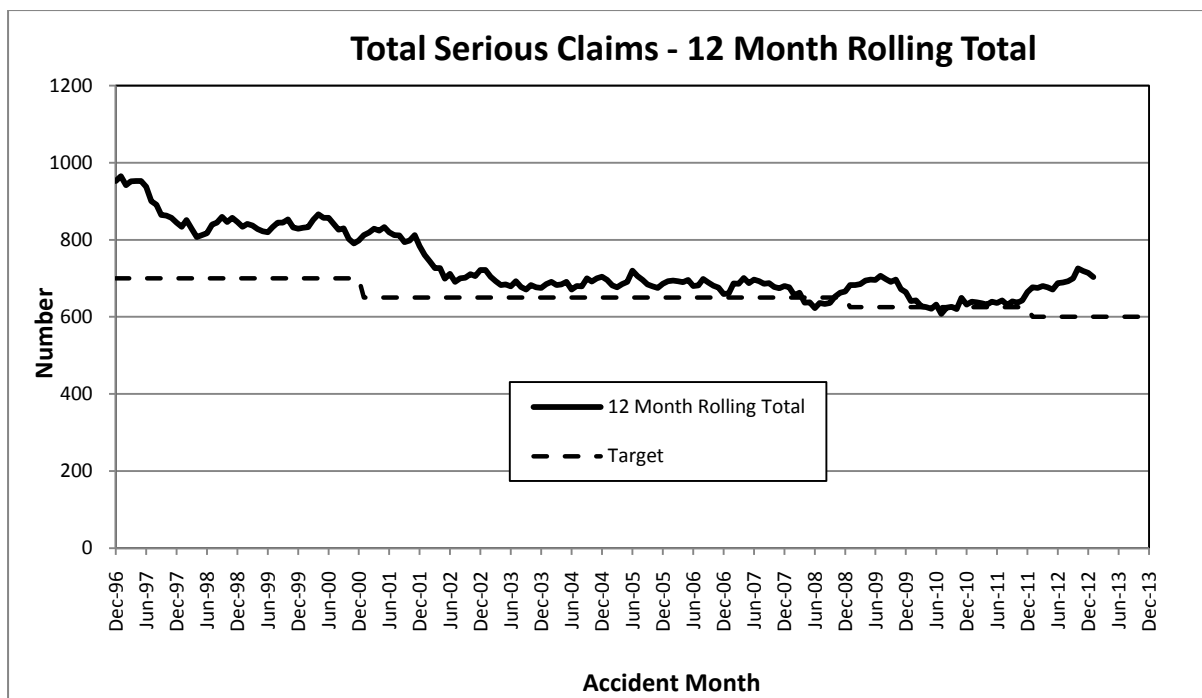
## Executive Summary

### Progress on meeting the MAIB targets

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



## Executive Summary



NB. MAIB serious injury statistics are based on dollar figures and include Tasmanian vehicles which crash interstate. DIER crash statistics are based on admission to hospital for 24 hours or more and include crashes in Tasmania only, including interstate vehicles driven in Tasmania.

## Executive Summary

### Key achievements since last report

#### Best Practice Infrastructure

- Bass Highway 2 plus 1 work commenced in January and is progressing extremely well. It is anticipated all work will be completed by June 2013, six months ahead of schedule; with a final seal in 2014.
- The Variable Speed Limit on Tasman Highway went 'live' on 21 January 2013.

#### Projects commenced this quarter

- East Derwent Highway and Goodwood Main Road Junction – slip lane and safety improvements.
- Vulnerable Road User Program.

#### Projects completed this quarter

- Variable Speed Limit Signs on Tasman Highway - Hobart to Cambridge Road Interchange (including Tasman Bridge).
- Weather-based Warning System at Vince's Saddle, Huon Highway. Phase 1 – installing the Weather Station and undertaking the preliminary design for the installation of the Wet and Icy Traffic System (WITS) has been completed. A proposal to undertake the detailed design and construction of the WITS with electronic signage will be submitted to RSAC for consideration in July.

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

- Electronic Speed Limit Signs in School Zones. Project effectively complete with three sites pending due to third party timelines. Project will be reported on again when financial arrangements with contractor are finalised and pending sites are installed.
- Part time speed limits in High Pedestrian Activity completed. Only the Moonah Shopping Precinct received electronic speed limit signs, as the other identified sites received a permanent speed limit reduction from 60 to 50 km/h. Further change to part time 40 km/h speed limit was considered unnecessary at this stage.
- Bass Highway, Launceston to Burnie audible line markings project completed. Project came in exactly on budget.

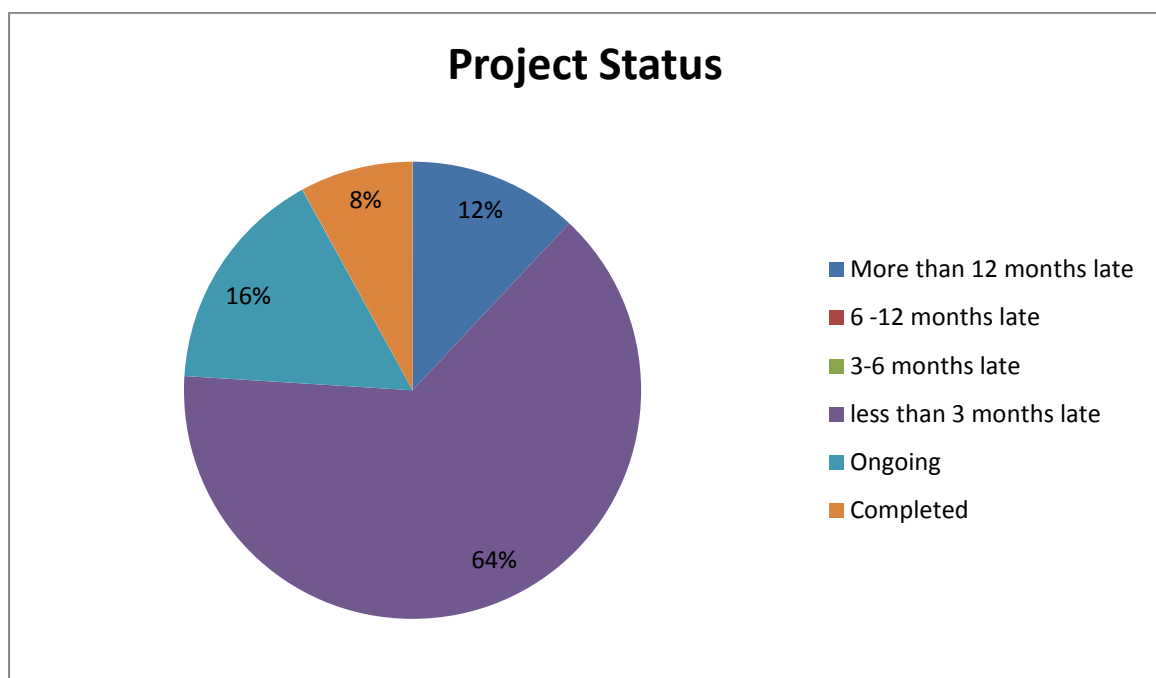


## Executive Summary

### Project progress: schedule and budget

Budget information, milestones and project status are correct as at 31 March 2013. Please note that projects previously reported as being complete have been removed from this Report.

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	16
Ongoing	4
Completed	2
<b>TOTAL</b>	<b>25</b>



## Executive Summary

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

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

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

#### Reason for delay

Break O'Day Council works are still to be completed. Their project is on hold while the Council reconsiders options.

#### Action taken to address delay

Regular liaison between DIER and Break O'Day Council continues. Council agreed to finalise works and tenders will be called in April 2013. All work should be completed by August 2013. Funding to be provided after the DIER audit.

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

Scheduled completion date: April 2011  
Forecast completion date: May 2013

#### Reason for delay

Structural integrity issues.

#### Action taken to address delay

Settlement has stopped. Shape correction and sealing will be finalised by end May 2013.

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

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

#### Reason for delay

Preparation of Project Proposal Reports (PPRs) was delayed. The project is being delivered as a variation to the current Maintenance Contracts under the Minor Works Component. Preparation of collapsible Chevron Alignment Markers specifications (new to Tasmania) added another layer of complexity to the project.

#### Action taken to address delay

DIER officers are progressing this project. The tender process and timing of sealing and resurfacing works will see a full installation of the Collapsible CAMS by June 2013.

## Executive Summary

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

### Over Budget

#### 651300 - Variable Speed Limit Signs on Tasman Highway - Hobart to Cambridge Road Interchange (including Tasman Bridge)

Allocated budget:	\$1,800,000
Expenditure:	\$3,322,618
Overspend:	\$1,522,618 (84%)

#### Reason

The original project plan was for a time based system. Following initial consultation the scope was changed to an adaptive system that automatically responds to changes in traffic conditions. This more complex project required additional design and equipment, but provides a more intelligent system. Additional features were added such as using wind strength as a parameter and incorporating the bridge closure system.

Cost of the control system is much higher than anticipated, requires commitment to fund on-going costs to ensure design features are enhanced, but the system is the most advanced system available in Australia and is the standard platform used by other states. The control system has longevity and its modular architecture means it can be expanded to cover other highways, enabling the road network to be managed as a whole rather than as a collection of separate components.

An estimate was undertaken at the time of project conception, but was significantly underestimated. This project was designed and implemented concurrently and this has proven to be an unsatisfactory model. Future major projects will be delivered through a different model, involving concept, preliminary design and final design phases and cost estimates updated at each phase.

### Under Budget

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

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

#### Reason

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

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

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

#### Reason

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

## Strategic Direction 1 – Safer Travel Speeds

### 651300 Variable Speed Limit Signs on Tasman Highway - Hobart to Cambridge Road Interchange (including Tasman Bridge)

#### Description

The installation of electronic speed limit signs that will set a lower speed limit during peak traffic periods and assist incident management.

Milestone Schedule		Milestone Progress	
Date		Date	
July 2008	Meet with internal stakeholders	July 2008	Completed
Sept 2008	Scoping and costing of project	Sept 2008	Completed
Mar 2009	Civil works for power and communications being scoped	Mar 2009	Completed
Apr 2009	Consult with external stakeholders on potential issues	Feb 2010	Completed. DIER to continue to consult external stakeholders as needed.
July 2009	Civil works complete (trenching for conduit)	Jan 2011	Completed
March 2010	Full installation	Sept 2011	Following delays in 2011, now completed.
March 2010	Project completed	Dec2011	STREAMS control system installed. All signs delivered and 22 installed.
		Mar 2012	All signs and cabling installed.
		June 2012	System tested.
		Sept 2012	Testing successful. Integration of bridge cameras being finalised.
		Jan 2013	'Go live' date
		March 2013	Completed.

#### Status

The system went 'live' on 21 January 2013 and is now in full operational mode. There will be continual monitoring and improvement to the system over time. This project is now completed.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>1,800,000</b>
Expenditure in 2008/09	37,363	
Expenditure in 2009/10	846,627	
Expenditure in 2010/11	384,723	
Expenditure in 2011/12	1,778,338	
Expenditure in 2012/13 to date	275,567	
<b>Total expenditure to date</b>		<b>3,322,618</b>
<b>Current Balance</b>		<b>(1,522,618)</b>
<b>Forecast total expenditure on completion</b>		
<b>Forecast balance remaining on completion</b>		<b>(1,522,618)</b>

## Strategic Direction 1 – Safer Travel Speeds

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

#### Description

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

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

#### Status

Senior DIER officer met with Council requesting that a decision be made on whether the proposed work in St Marys will proceed. Subsequently Councillors voted that work should progress. Plans have been submitted for DIER's review and Council will call for tenders by end April 2013.

## Strategic Direction 1 – Safer Travel Speeds

<b>Budget (\$)</b>		
<b>Total allocated budget for project</b>		<b>500,000</b>
Expenditure in 2009/10	132,750	
Expenditure in 2010/11	253,250	
Expenditure in 2011/12	50,000	
Expenditure in 2012/13 to date	0	
<b>Total expenditure to date</b>		<b>436,000</b>
<b>Current Balance</b>		<b>64,000</b>
<b>Forecast total expenditure on completion</b>		<b>473,000</b>
<b>Forecast balance remaining on completion</b>		<b>27,000</b>

### Comments

Payment should be finalised by August 2013, following an audit by DIER.

## Strategic Direction 1 – Safer Travel Speeds

### 651810 Weather-based Warning System at Vince’s Saddle, Huon Highway

#### Description

There were 44 casualty crashes at this site over a five year period (including one fatality and six serious casualty crashes). The majority of crashes have occurred in wet or icy conditions.

The project is for the installation of a weather station to detect when the road is wet and icy and electronic speed limit and icy/wet signage. The application of a speed limit more appropriate to the conditions should lead to a reduction in serious casualty crashes due to adverse weather conditions.

Milestone Schedule		Milestone Progress	
Date		Date	
Nov 2009	Design System	Feb 2010	Completed
Feb 2010	Procure equipment	April 2010	Completed
May 2010	Installation Road Weather Information System (RWIS)	Jul 2010	Completed
June 2010	Commissioning RWIS	Aug 2010	Completed
June 2011	Design Warning System	Dec 2011	Report recommended detailed design work.
Oct 2011	Install and Commission Warning System	Dec 2011	Awaiting detailed design work. 12 month delay
		Dec 2012	No status change.
		March 2013	Phase 1 – Completed.

#### Status

The project is being delivered in two phases. Phase 1 – installing the Weather Station and undertaking the preliminary design for the installation of the Wet and Icy Traffic System (WITS) has been completed.

A proposal to undertake Phase 2 of the Project - the detailed design and construction of the WITS with electronic signage - will be submitted to RSAC for consideration in July.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>400,000</b>
Expenditure in 2009/10	28,170	
Expenditure in 2010/11	79,767	
Expenditure in 2011/12	16,463	
Expenditure in 2012/13 to date	180	
<b>Total expenditure to date</b>		<b>124,580</b>
<b>Current Balance</b>		<b>275,420*</b>
<b>Forecast total expenditure on completion</b>		<b>400,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

\*Remaining funds will be transferred to Phase 2 of the project.

## Strategic Direction 1 – Safer Travel Speeds

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

#### Description

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
February 2013	Assessment of State Road Network against the criteria	April 2013	Final Draft - on-site validations completed. Desk top assessments 95% completed.
February 2013	Assessment of nominated Local Government roads	April 2013	Final Draft - on-site validations completed. Desk top assessments 95% 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	August 2013	
April 2013	Procurement of new signage		
May/June 2013	Installation of new signage	August 2013	Sign contract development underway, upcoming tasks, procurement strategy and associated processes.
June 2013	Introduction of new speed limits	August 2013	May change, depends on progress of critical path tasks.
August 2013	12-month Evaluation	August 2014	TBA
June 2013	Amendment to road rules – subordinate legislation	June 2013	Currently reviewing approval process to ensure timing of amendment aligns with sign changes.



## Strategic Direction 1 – Safer Travel Speeds

### Status

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

On-site validation of State and Local Government roads is completed. Final desk top assessments are underway and it is expected the register of roads which are suitable to retain a 100km/h speed limit or a reduced 90km/h speed limit will be available by mid-April 2013. As part of this process DIER will conduct information sessions with local government to discuss the road assessment process findings.

A Communication Action Plan detailing key stakeholders and key messages for the public education campaign is completed and approved. A brief has been developed which will facilitate the engagement of a communications consultant to initially provide advice, creating concepts and undertaking focus group testing for the education campaign.

A Legislative Select Committee on rural speed limits has been established. Hearing will be held in Hobart on 30 April 2013 and in Launceston on 1 May 2013.

DIER is currently conducting assessments of the State Road Network against the ‘Tasmania Criteria for 100km/h Roads’. The results of this work will be publicly available on the safer roads website ([www.saferroads.tas.gov.au](http://www.saferroads.tas.gov.au)) once they are completed.

<b>Budget (\$)</b>	
<b>Total allocated budget for project</b>	<b>1,500,000</b>
Expenditure in 2012/13	58,000
<b>Total expenditure to date</b>	<b>58,000</b>
<b>Current Balance</b>	<b>1,442,000</b>
<b>Forecast total expenditure on completion</b>	<b>1,500,000</b>
<b>Forecast balance remaining on completion</b>	<b>(0)</b>

## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Initiatives Funded Projects

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

##### Description

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Sept 2010	Feasibility Study (Business Case)	Dec 2012	95% complete

##### Status

Review of the Point-to-Point (P2P) Business Case has been undertaken which has included updating of the financial model due to revised sites including estimated development costs, recurrent costs, crash savings, infringement revenue and benefit cost ratios.

The Business Case is presently being finalised and approval is expected in May 2013. Thereafter, a Cabinet Minute will be drafted to enable the Business Case to be presented to Government in approximately July/August 2013.

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

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

## Strategic Direction 1 – Safer Travel Speeds

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

#### Description

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

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

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

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

Budget			
<b>Total allocated budget for project</b>			<b>1,470,000</b>
Expenditure in 2010/11		20,000	
Expenditure in 2011/12		50,000	
<b>Total expenditure to date</b>			<b>\$70,000</b>
<b>Current Balance</b>			<b>\$1,400,000</b>
<b>Forecast total expenditure on completion</b>			<b>\$1,470,000</b>
<b>Forecast balance remaining on completion</b>			<b>0</b>

#### Comments

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

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Levy Funded Projects

#### 652700 Road Safety Levy Funded Infrastructure Maintenance

##### Description

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

Milestone Schedule		Milestone Progress	
Date		Date	
Feb 2013	Appoint Traffic Control Officer	Jan 2013	Officer commenced
May 2013	Incurring costs ratified		
Aug 2013	Incurring costs ratified		
Nov 2013	Incurring costs ratified		
Feb 2014	Incurring costs ratified		
May 2014	Incurring costs ratified		
Aug 2014	Incurring costs ratified		
Nov 2014	Incurring costs ratified		
Feb 2015	Incurring costs ratified		
May 2015	Incurring costs ratified		
Aug 2015	Incurring costs ratified		

##### Status

Guidelines for reimbursing DIER for the operation, maintenance and repair work undertaken on RSL-funded projects are being prepared for approval by the Strategy Oversight Committee.

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

##### Comments

The Strategy Oversight Committee will ratify payments on a quarterly basis.

## Strategic Direction 2 – Best Practice Infrastructure

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

#### Description

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

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

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
<b>Stage 1</b>			
Dec 2012	Award contract	Dec 2012	Variation to existing contract.
Feb 2013	Undertake geotechnical tests	March 2013	Geotechnical tests and report completed.
Apr 2013	Commence works on 3.6km section		
Jun 2013	Complete works on 3.6km section		
<b>Stage 2</b>			
Oct 2013	Award contract		
Jan 2014	Commence works		
Jun 2014	Complete works		
Oct 2014	Finalise payment		

#### Status

Work on the 3.6km section under Stage 1 is to commence in May 2013.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>8,500,000</b>
Expenditure in 2012/13 to date	2,630	
<b>Total expenditure to date</b>		<b>2,630</b>
<b>Current Balance</b>		<b>8,497,370</b>
<b>Forecast total expenditure on completion</b>		<b>8,500,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

#### Comments

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

## Strategic Direction 2 – Best Practice Infrastructure

### 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, addition of three dedicated right turn lanes at junctions to reduce intersection crashes and reduction of the severity of the S-curve near Cassidy’s Road junction.

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

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

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

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

#### Status

Settlement is finalised and resealing works commenced end March. All work to be completed by end May 2013.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>2,000,000</b>
Expenditure in 2008/09	151,543	
Expenditure in 2009/10	91,162	
Expenditure in 2010/11	1,002,227	
Expenditure in 2011/12	90,541	
Expenditure in 2012/13 to date	16,050	
<b>Total expenditure to date</b>		<b>1,351,523</b>
<b>Current Balance</b>		<b>648,477</b>
<b>Forecast total expenditure on completion</b>		<b>2,000,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

#### Comments

## Strategic Direction 2 – Best Practice Infrastructure

### 652270 Safer Roads: Vulnerable Road User Program

#### Description

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

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

#### Status

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

## Strategic Direction 2 – Best Practice Infrastructure

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

### Comments

The program and funding model has been approved by the Minister. Submissions for projects for the 2013/2014 financial year have been invited. The closing date for submissions is Friday 7 June 2013.



## Strategic Direction 2 – Best Practice Infrastructure

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

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

#### Description

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

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

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

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

#### Status

Sealing works completed at two sites. Third site shoulder sealing completed; inside curve realignment to be undertaken in spring 2013. Collapsible CAMs to be installed at all three sites in April/May 2013.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>296,340*</b>
Expenditure in 2011/12	0	
Expenditure in 2012/13 to date	91,882	
<b>Total expenditure to date</b>		<b>91,882</b>
<b>Current Balance</b>		<b>204,458</b>
<b>Forecast total expenditure on completion</b>		<b>296,340</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

#### Comments

\*Budget remaining from earlier Motorcycle Safety Works programs was carried over to the 2010/11 and then the 2011/2012 Motorcycle Safety Program of Works.

## Strategic Direction 2 – Best Practice Infrastructure

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

#### Description

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

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

#### Status

Aurora's emergency response to the January 2013 bushfires necessitated a delay in relocating the power poles. Road construction work could not commence until power poles were relocated.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>7,750,000</b>
Expenditure in 2011/12	326,455	
Expenditure in 2012/13 to date	232,891	
<b>Total expenditure to date</b>		<b>559,346</b>
<b>Current Balance</b>		<b>7,190,654</b>
<b>Forecast total expenditure on completion</b>		<b>6,576,000</b>
<b>Forecast balance remaining on completion</b>		<b>1,174,000</b>

#### Comments

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

## Strategic Direction 2 – Best Practice Infrastructure

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

#### Description

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

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

#### Status

Construction work started early January and is progressing extremely well with completion expected to be June 2013, weather permitting, putting the project six months ahead of schedule. A final seal will be applied in 2014.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>7,365,000</b>
Expenditure in 2011/12	231,539	
Expenditure in 2012/13 to date	1,318,816	
<b>Total expenditure to date</b>		<b>1,550,355</b>
<b>Current Balance</b>		<b>5,814,645</b>
<b>Forecast total expenditure on completion</b>		<b>5,985,000</b>
<b>Forecast balance remaining on completion</b>		<b>1,380,000</b>

#### Comments

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

## Strategic Direction 2 – Best Practice Infrastructure

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

#### Description

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

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

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

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

Budget (\$)	
<b>Total allocated budget for project</b>	<b>100,000</b>
Expenditure in 2012/13 to date	0
<b>Total expenditure to date</b>	<b>0</b>
<b>Current Balance</b>	<b>100,000</b>
<b>Forecast total expenditure on completion</b>	<b>100,000</b>
<b>Forecast balance remaining on completion</b>	<b>0</b>

## Strategic Direction 2 – Best Practice Infrastructure

### Road Safety Initiatives Funded Projects

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

##### Description

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

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

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

##### Milestone Schedule

Ongoing

##### Status

Work in the north and south of the State is progressing.

The contractor will continue to meet quarterly with DIER to report progress and cash flow. DIER is satisfied with the contractor's performance.

Budget (\$)		
<b>Total allocated budget for year 2012/13</b>		<b>872,000*</b>
Expenditure 2012/13 to date	458,683	
<b>Total expenditure to date</b>		<b>458,683</b>
<b>Current Balance</b>		<b>413,317</b>
<b>Forecast total expenditure on completion</b>		<b>872,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

\*The \$872,000 consists of \$500,000 provided through increased speed fine revenue, \$304,000 from permanent recurrent funding and \$68,000 carried over from 2011/12 financial year for unfinished work in the south.

This is an ongoing project.

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

### Road Safety Levy Funded Projects

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

##### Description

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Oct 2012	LDMP Grants advertised	Oct 2012	Completed
Nov 2012	Grant applications closed	Nov 2011	Completed
Nov 2012	Selection Panel convened and assessments conducted	Dec 2012	Completed
Dec 2012	Applicants notified	Dec 2012	Completed
Jan 2013	Grant deeds established with successful applicants	Jan 2013	Currently in progress – partially completed
July 2013	Six month interim progress reports completed by participating LDMP organizations.	July 2013	Reports will be ongoing on a six monthly basis until all funds are expended.
July 2013	2013/14 LDMP Grant program to commence – timelines for program to be scheduled early in 2013.	July 2013	

##### Status

The 2012/13 LDMP Grant program is on schedule. A total of 20 applications were received of which 12 applications were approved for funding. Four newly established LDMPs and 8 existing LDMPs received funding.

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

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

### DIER Funded Projects

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

##### Description

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

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

Reforms included:

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
April 2012	Finalise project scope	June 2012	Completed
January 2013	Request for Quotation (RFQ) for consultancy services	March 2013	Completed - ARRB Group Pty Ltd selected as preferred supplier and commenced work.
January 2013	Development of guiding papers for major topics/issues	March 2013	In progress, delayed due to finalisation of preliminary evaluation and data analysis.
March 2013	Develop and outline consultation process	March 2013	Stakeholder Management Plan developed to identify public consultation and key stakeholder engagement.
June/July 2013	Final report for preliminary evaluation of licence, crash and offence data analysis	March 2013	Interim report approved, outlining the review of the supplied licence, crash and offence data and revised plan for data analysis.
September 2013	Community consultation and stakeholder engagement	March 2013	Communications plan being drafted. Consultation scheduled to commence post data analysis.
January 2014	Prepare draft recommendations for future GLS		The outcomes from the data analysis and community consultation will provide basis for finalising the preferred GLS
April 2014	Submit recommendations to Government		

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

### Status

ARRB group have been selected as the preferred contractor to undertake the preliminary evaluation of the reforms implemented in 2008/2009 together with the analysis of the licence, crash and offence data for young road users. A final report is expected to be received around June/July 2013. The outcomes and recommendations in this report will form the basis for finalising any recommended changes to the current GLS.

A Stakeholder Management Plan has been prepared and outlines the overall strategic direction to consult with the community and engage with key stakeholders, including government agencies, commercial businesses and peak representative bodies. A communications plan is now being drafted to outline the key messages, communication activities, associated timeframes and resourcing requirements. The communication plan will be finalised once the preliminary evaluation and data analysis final report has been received.

### Comments

The Milestone Schedule has been amended upon scoping of the project and endorsement of the Project Business Plan.

This project is now scheduled to conclude at the end of April 2014, due to the pending finalisation of the preliminary evaluation of the individual components of the GLS implemented in 2008/2009, the analysis of the licence, crash and offence data for young road users and the comprehensive consultation and engagement process scheduled to be undertaken in the final quarter of 2013.

Any additional external consultancy fees required to progress the community consultation phase will be sought from the Road Safety Levy

Budget
The Project is currently funded internally by the Department, except for the consultancy for the data evaluation and analysis which is funded from the Road Safety Levy.



## Strategic Direction 4 – Enhanced Vehicle Safety

### Road Safety Levy Funded Projects

#### 654400 Australasian New Car Assessment Program (ANCAP)

##### Description

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

##### Milestone Schedule

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

##### Status

This is an ongoing program.

##### Budget

<b>Total allocated budget for project per annum</b>		<b>12,000</b>
Expenditure in 2009/10	0	
Expenditure in 2010/11	9,981	
Expenditure in 2011/12	10,310	
Expenditure in 2012/13 (year to date)	10,630	
<b>Total expenditure to date</b>		<b>30,921</b>

##### Comments

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

## Strategic Direction 4 – Enhanced Vehicle Safety

### DIER Funded Projects

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

##### Description

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

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

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

##### Status

At its last meeting the RSAC agreed to recommendations to increase the minimum safety rating for Government vehicles including increasing the ANCAP rating for passenger vehicles to 5 stars and also increasing the number of mandatory safety features for both passenger and commercial vehicles. A Cabinet Minute on this issue is currently being finalised.

##### Budget

Project funded by DIER

## Strategic Direction 5 – Complimentary Initiatives

### Road Safety Levy Funded Projects

#### 655300 RSAC and TRSS Support

##### Description

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

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

##### Milestone Schedule

Ongoing

##### Status

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

##### Budget

<b>Total allocated budget for project</b>	<b>N/A</b>
Expenditure in 2007/08	95,017
Expenditure in 2008/09	121,411
Expenditure in 2009/10	287,119
Expenditure in 2010/11	379,972
Expenditure in 2011/12	384,448
Expenditure in 2012/13 to date	204,448
<b>Total expenditure to date</b>	<b>1,472,415</b>

## Strategic Direction 5 – Complimentary Initiatives

### Road Safety Levy Funded Projects

#### 655100 Alcohol Interlocks - Implementation

##### Description

Implement a Mandatory Alcohol Interlock Program (MAIP) on re-licensing for repeat or high-level drink driving offences.

Milestone Schedule		Milestone Progress	
Date		Date	
Jan 2011	Engage Project Manager, draft project documentation and commence communications with key stakeholders	Jan 2011	Completed
Feb 2011	Preliminary design of alcohol interlock program	Feb 2011	Completed
Jan 2012	Draft Regulations	Jan 2012	Practical completion
March 2012	Preliminary design and costing and communications plan	March 2012	Completed
Jan 2012	Procurement of service providers	Jan 2012	Pre-tender Engagement with suppliers completed.
May 2012	Communication with key stakeholders	June 2012	Completed
Aug 2012	Tender for Suppliers	Sept 2012	Tenders close 8 October 2012
Sep 2012	Final Regulations		Currently being finalised
Oct 2012	Cabinet Minute	Dec 2012	MAIP Approved by Cabinet
Nov 2012	Contractors appointed		Preferred tenders selected – MAIP contracts let in Feb 2013
Dec 2012	Program launch		Participants advised commencement date (late Second Quarter 2013).

##### Status

The Project is progressing well. The design of the Tasmanian Mandatory Alcohol Interlock Program (MAIP) has been completed. This follows extensive analysis of the Tasmanian context and the systems in place internationally and in other Australian jurisdictions. Tenders were called for the delivery of MAIP services with preferred Tenderers selected in December 2012. In December 2012 Cabinet approved the MAIP program. Contracts for the delivery of the MAIP services were signed in February 2013 with a target commencement date for the MAIP of the June/July 2013.

Budget		
<b>Total allocated budget for project</b>		<b>430,000</b>
Expenditure in 2010/11	55,949	
Expenditure in 2011/12	88,137	
Expenditure in 2012/13	155,426	
<b>Total expenditure to date</b>		<b>299,512</b>
<b>Current Balance</b>		<b>130,488</b>

## Strategic Direction 5 – Complimentary Initiatives

### Road Safety Levy Funded Projects

#### 655800 Driver Mentoring Tasmania Inc

##### Description

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
Nov 2012	RSAC approved funding to DMT	Nov 2012	Completed
Jan 2013	Grant Deed to be established with DMT	Jan 2013	
Jan 2013	Grant funds transferred to DMT	Jan 2013	
July 2013	Interim progress report presented by DMT	July 2013	Reports will be ongoing on a six monthly basis for the duration of the funding period.

##### Status

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

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

## Strategic Direction 5 – Complimentary Initiatives

### Road Safety Levy Funded Projects

#### 655810 Sober Driver Program

##### Description

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

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

##### Status

The two programs currently underway in the southern region during business hours each have 14 participants. Thirteen offenders graduated from the condensed (3 day) program undertaken in the Bridgewater office which finished in March. Of the two after hours programs to commence in the south next month, one is a 9 week program (week nights) and one is a condensed (3 day) program to be run on over 3 Saturdays.

## Strategic Direction 5 – Complimentary Initiatives

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

### Comments

Advertisements for Sober Driver Program facilitators in the north and north-west (0.4) fixed term for 6 months will be advertised in the Gazette on 17 April and local papers on 20 April 2013. Training for the successful applicants will be undertaken as soon as practical upon commencement and a schedule for SDP in those regions will be rolled out.

## Complementary Initiatives

### Road Safety Initiative

#### 141104 Community Road Safety Partnerships

##### Description

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

Milestone Schedule	
Ongoing	

##### Status

DIER has established 29 partnerships across Tasmania.

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

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

Four research organisations have been approached to undertake a CRSP evaluation. The project aims 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 model will be tested in Circular Head.

Budget		
<b>Annual budget for project</b>		<b>195,429</b>
Expenditure in 2012/13 to date	72,610	
<b>Total expenditure to date</b>		<b>107,978</b>
<b>Current Balance</b>		<b>87,451</b>
<b>Forecast total expenditure on completion</b>		<b>195,429</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

##### Comments

The CRSP program is an ongoing initiative.



## Complementary Initiatives

### Road Safety Levy Funded Projects

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

##### Description

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

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

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

##### Status

Currently a reference group is being convened to finalise the award categories and criteria. A communications plan will be developed to advertise and promote the awards.

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

## Funding

### Road Safety Levy 2012/13

As at 31 December 2012

<b>2012/13 Financial Year</b>	<b>Proposed Budget 2012/13</b>	<b>Actual (ytd) 2012/13</b>
Opening Balance (at 1 July 2012)	9,542,406	
<b>Revenue</b>		
Road Safety Levy collected	12,000,000	9,054,918
Funds available for distribution	9,400,000	7,104,915
<b>Total Funds available for distribution</b>	<b>18,942,406</b>	<b>16,647,321</b>
<b>Expenditure</b>		
Safer Travel Speeds	2,752,541	639,581
Best Practice Infrastructure	8,155,068	1,827,004
Improved Safety for Young Road Users	250,000	201,255
Enhanced Vehicle Safety	62,000	10,630
Complementary Initiatives	941,769	2,396,968
<b>Total</b>	<b>12,161,378</b>	<b>5,075,437</b>
Closing Balance	<b>6,781,028</b>	<b>11,571,884</b>

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

## Funding

### Road Safety Initiatives 2012/13

As at 31 March 2013

2012/13 Financial Year	Budget	Actual 2012/13
<b>Revenue</b>		
Speeding Fines allocated to DIER for 2012/13	1,240,000	
<b>Total</b>	<b>1,240,000</b>	
<b>Expenditure</b>		
Community Road Safety Partnership	200,000	72,610
Point to Point Implementation	540,000	0
Line Marking	500,000	354,000*
<b>Total</b>		<b>426,610</b>

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

## Funding

### MAIB Funding

As at 31 March 2013

<b>2012/13 Financial Year</b>	<b>Budget 2012/13</b>	<b>Actual 2012/13</b>	<b>Commitments</b>	<b>Balance</b>
<b>Expenditure (DIER)</b>				
Administration & Public Relations	363,717	149,837	37,291	176,589
Public Education	1,306,311	855,191	454,720	-3600
Research	226,443	0	34,000	192,443
	<b>1,896,471</b>	<b>1,005,028</b>	<b>526,011</b>	<b>365,432</b>
<b>Expenditure (Police)</b>				
Salaries	1,856,350	1,392,428	0	463,922
Operating Expenses	210,000	167,357	0	42,643
Equipment	292,249	97,329	0	194,920
	<b>2,358,599</b>	<b>1,657,114</b>	<b>0</b>	<b>701,485</b>
<b>Total</b>	<b>4,255,070</b>	<b>2,662,142</b>	<b>526,011</b>	<b>1,066,917</b>

Please note: Budget includes carry forwards of \$678,471 to DIER and \$96,599 to Police.

## Statistics

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

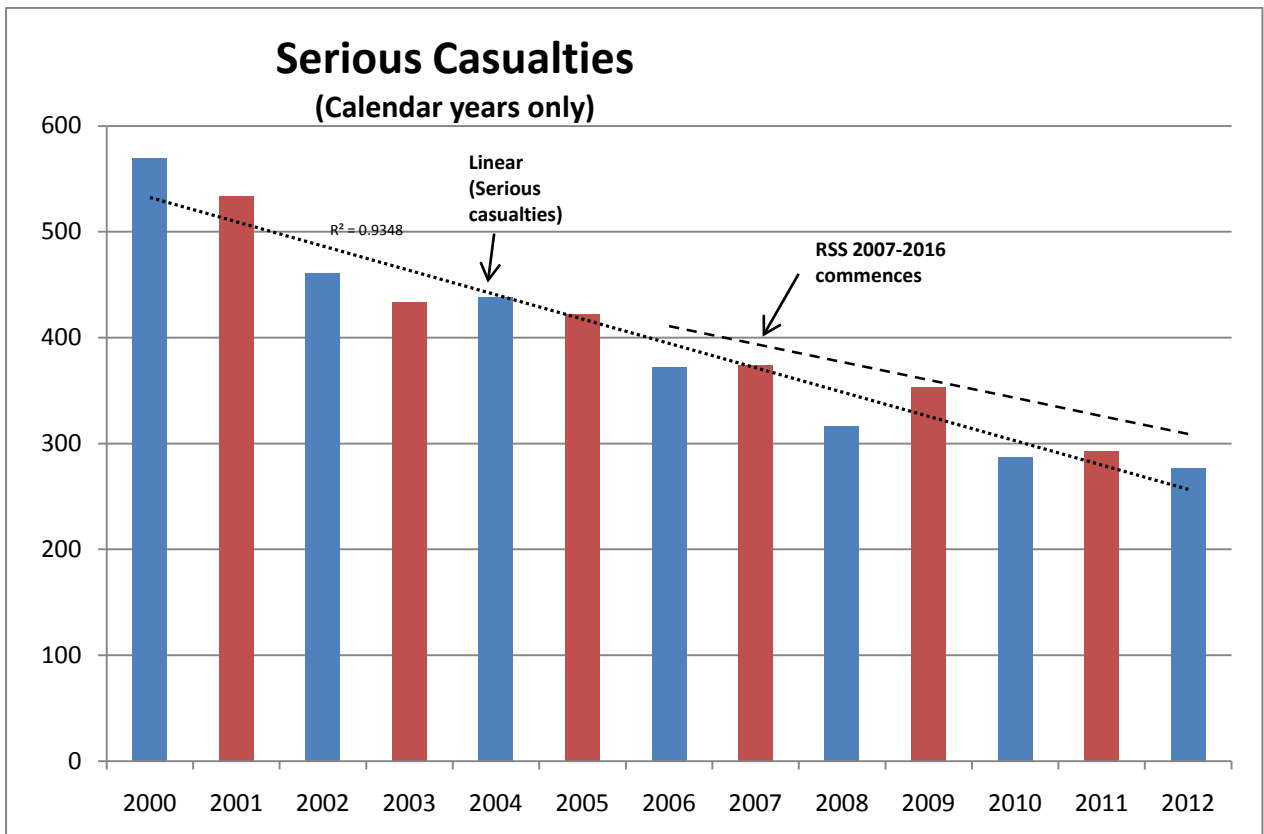
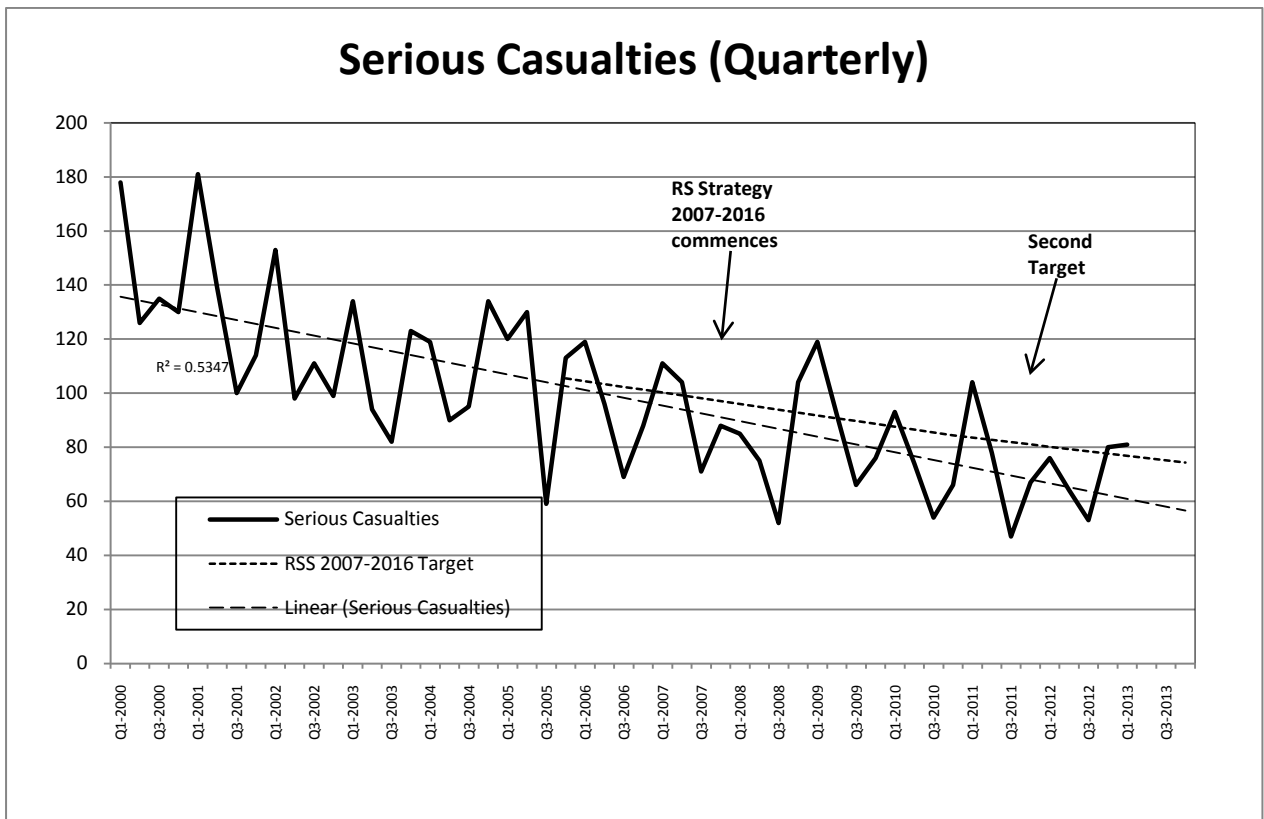
The source is data is from Police reports at the time of the crash.

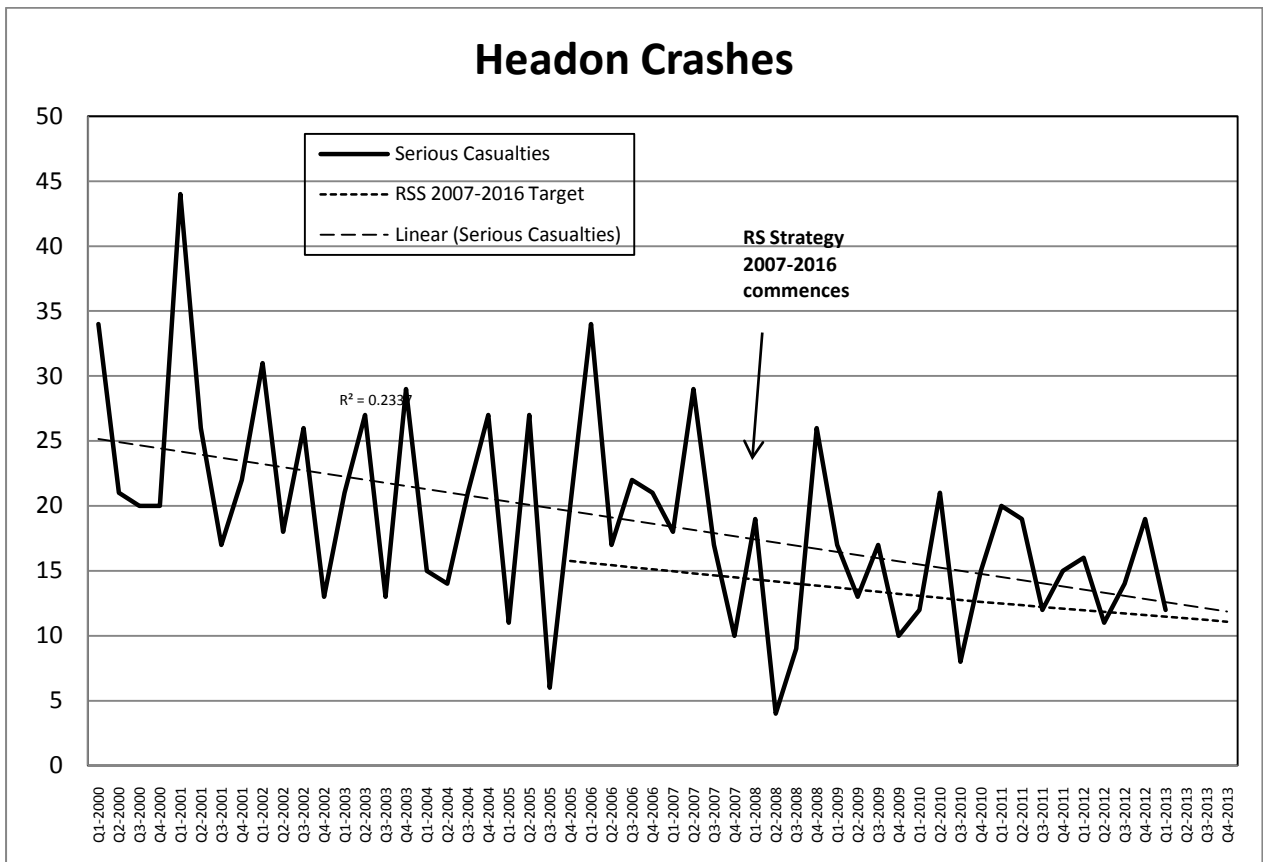
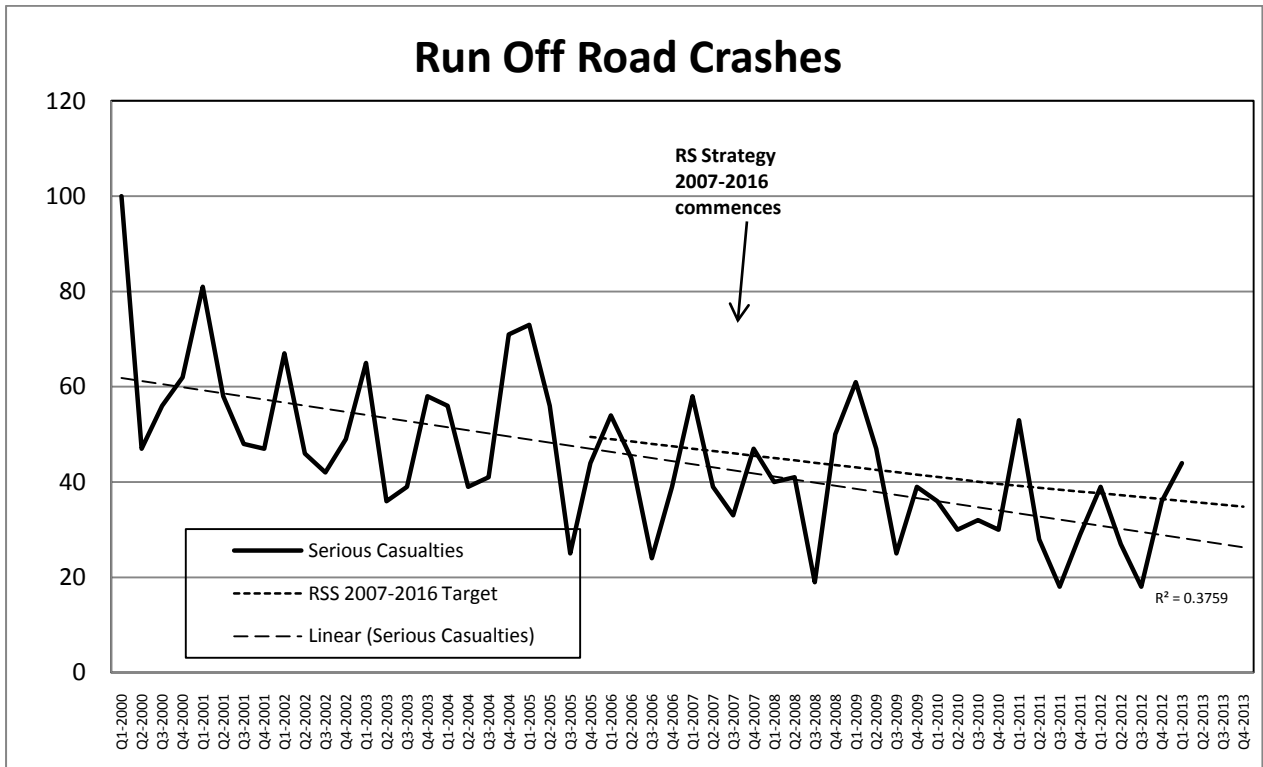
		<b>Tasmania Together Baseline</b>								
		<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
	<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>293</b>	<b>277</b>	<b>81</b>
<b>By Police District</b>	North	124	94	87	28	98	70	83	96	25
	West	102	99	94	86	87	80	75	52	27
	South	78	71	65	67	56	51	56	52	12
	East	118	108	128	105	112	86	79	77	17
<b>By Speed Zone</b>	60 or less	136	124	110	120	132	96	102	94	22
	70-90	67	59	59	449	48	49	48	51	11
	100-110	219	189	205	147	173	142	143	132	48
	Not stated	0	0	0	0	0	0	0	0	0
<b>By Road User Type</b>	Driver	190	148	169	139	138	122	130	125	28
	Passenger	85	96	94	68	83	42	51	52	18
	Pedestrian	44	31	27	26	32	32	34	38	4
	Motorcyclist	78	80	66	68	76	76	66	50	25
	ATV Rider	6	4	11	7	11	4	4	4	2
	Bicyclist	17	12	7	8	13	10	8	7	3
	Other	2	1	0	0	0	1	0	1	1
<b>By Age Group</b>	Under 17	50	35	41	21	32	25	24	20	5
	17-29	136	144	131	116	130	95	97	88	19
	30-49	141	112	113	94	87	99	78	64	20
	50-64	46	43	51	43	58	38	50	55	18
	Over 64	45	37	35	38	46	29	44	49	19
	Not known	3	1	3	4	0	1	0	1	0
<b>By Crash Type</b>	<b>Multi-Vehicle</b>									
	From adjacent directions	30	21	24	22	19	17	10	12	2
	From opposing direction	64	94	74	58	57	56	67	60	12
	From same direction	18	18	9	18	12	14	18	15	3
	Overtaking	27	11	23	4	20	10	10	5	4
	Manoeuvring	20	18	29	28	31	18	15	14	9
	<b>Pedestrian &amp; Other</b>									
	Pedestrian	43	32	26	26	32	33	37	37	4
	Passenger & Misc	13	5	3	2	3	2	4	5	0
	<b>Single Vehicle</b>									
	Off path on curve	118	98	107	79	107	81	83	76	33
Off path on straight	80	64	70	71	65	47	47	47	11	
On path	9	11	9	8	7	11	10	6	3	

## Statistics

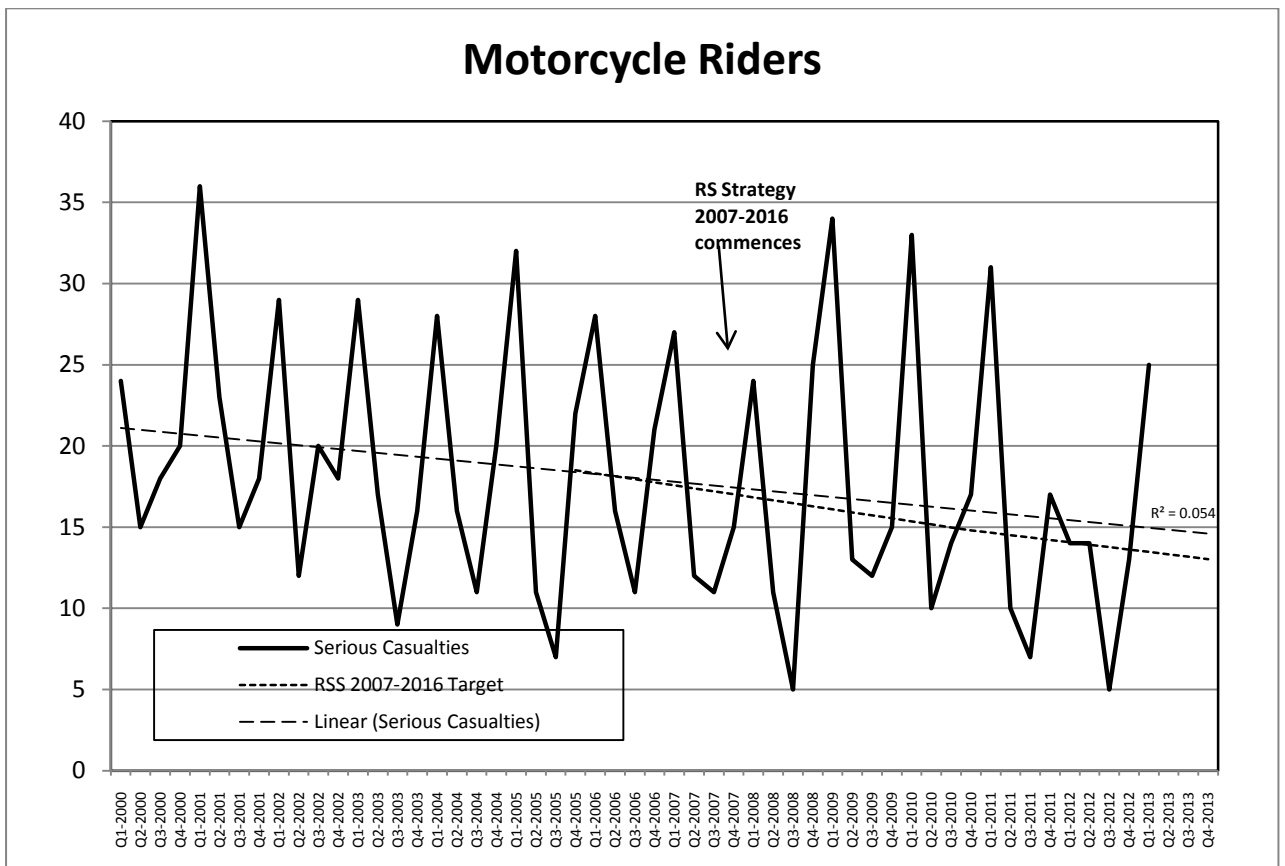
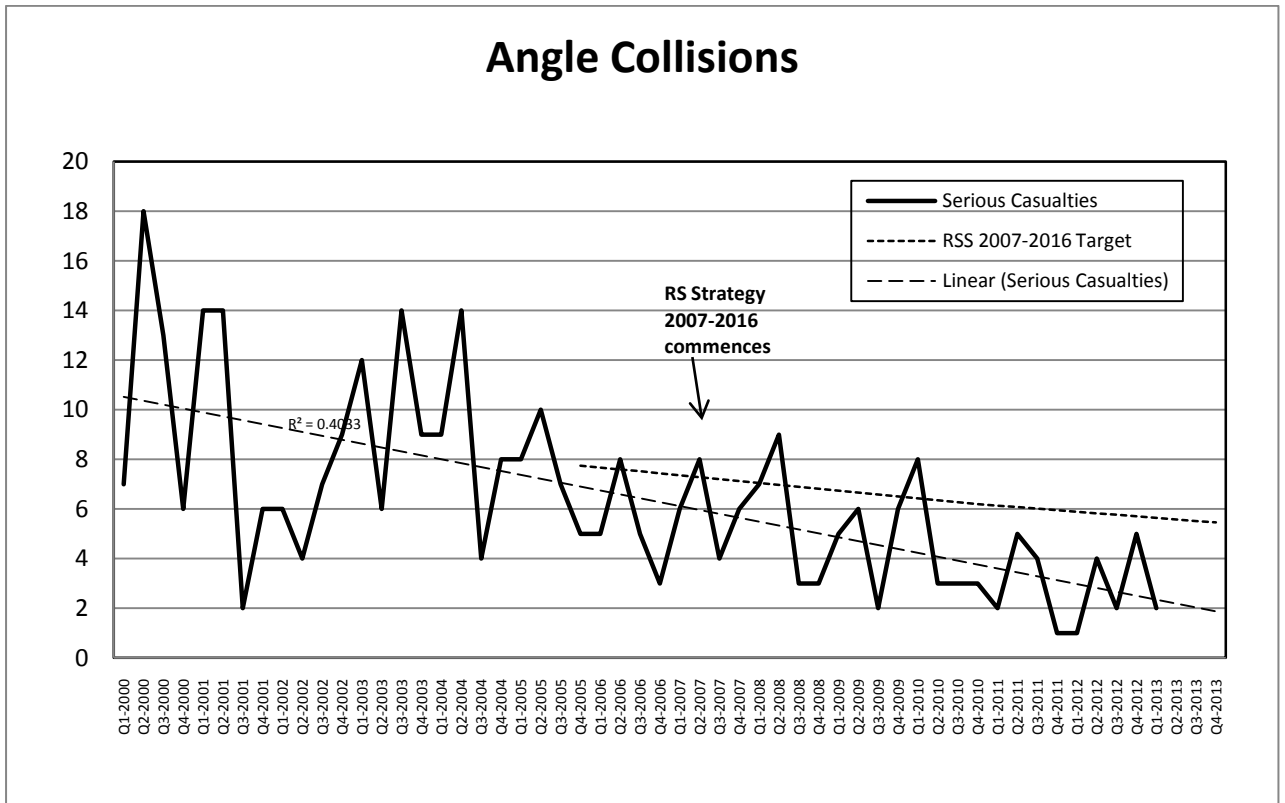
		2005	2006	2007	2008	2009	2010	2011	2012	2013
	<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>293</b>	<b>277</b>	<b>81</b>
	<b>TOTAL Crash Factors</b>	<b>793</b>	<b>794</b>	<b>814</b>	<b>796</b>	<b>915</b>	<b>660</b>	<b>558</b>	<b>554</b>	
Crash Factor (as per police report at scene of crash)  There may be more than one crash factor associated with a crash.	Alcohol	78	77	86	93	91	70	61	53	10
	Animal on road	4	4	8	8	4	15	5	6	1
	Asleep-fatigue	25	30	43	15	25	10	18	13	3
	Distraction – external to vehicle	19	17	32	30	40	42	37	26	6
	Distraction – in vehicle	14	19	12	13	12	15	9	10	2
	Drugs	32	38	62	48	53	31	24	15	5
	Exceeding speed limit	49	65	45	59	57	31	29	29	8
	Excessive speed for the conditions/circumstances	111	111	73	74	85	66	86	79	34
	Fail to give way	19	29	25	36	31	27	36	39	8
	Fail to obey traffic signals	3	6	5	7	2	6	5	4	2
	Fail to observe road signs & markings	31	12	17	21	25	18	12	27	13
	Improper overtaking	17	8	21	7	27	14	13	8	4
	Inattentiveness	186	145	147	160	158	74	10	13	2
	Inexperience	78	98	107	93	126	101	73	85	22
	Other obstruction on road	6	8	12	6	12	15	12	5	2
	Pedestrian on road	35	22	22	19	28	29	35	37	4
	Reversing without care	6	4	4	5	3	5	7	7	0
	Road defect	22	29	18	23	20	20	9	10	4
	Turning without care	7	15	12	19	22	18	20	22	10
	Unwell-infirm	26	37	32	40	44	36	34	44	9
Using a mobile phone	2	2	3	1	1	2	2	1	0	
Vehicle defect	23	18	28	18	49	15	21	21	5	

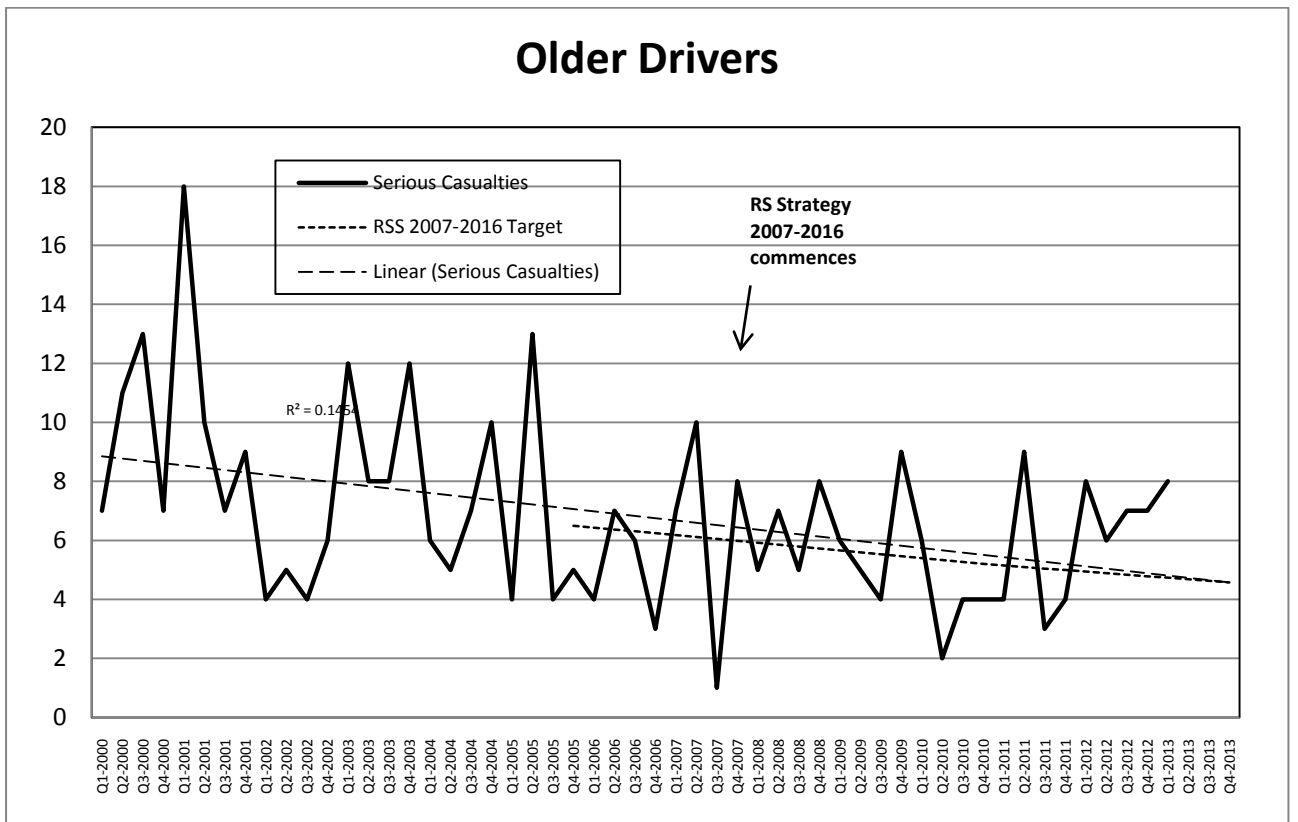
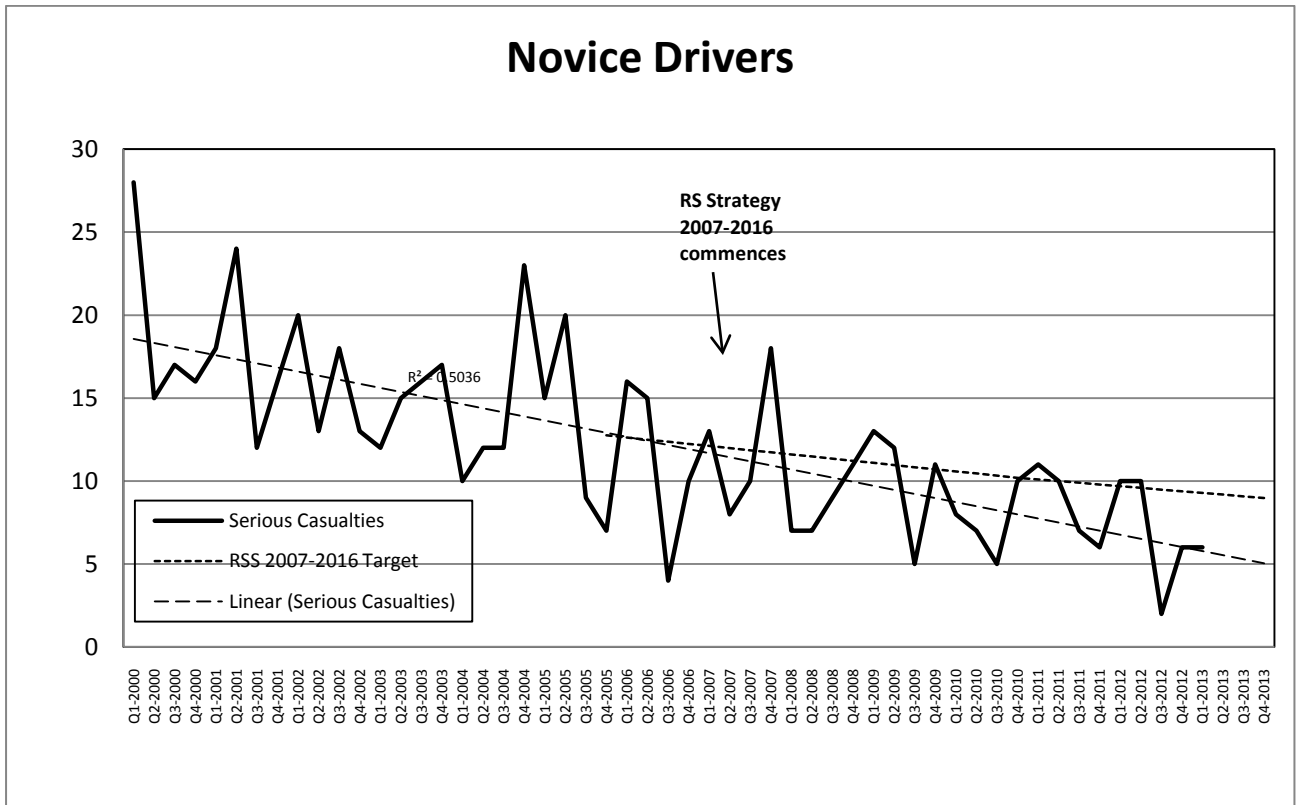
Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.

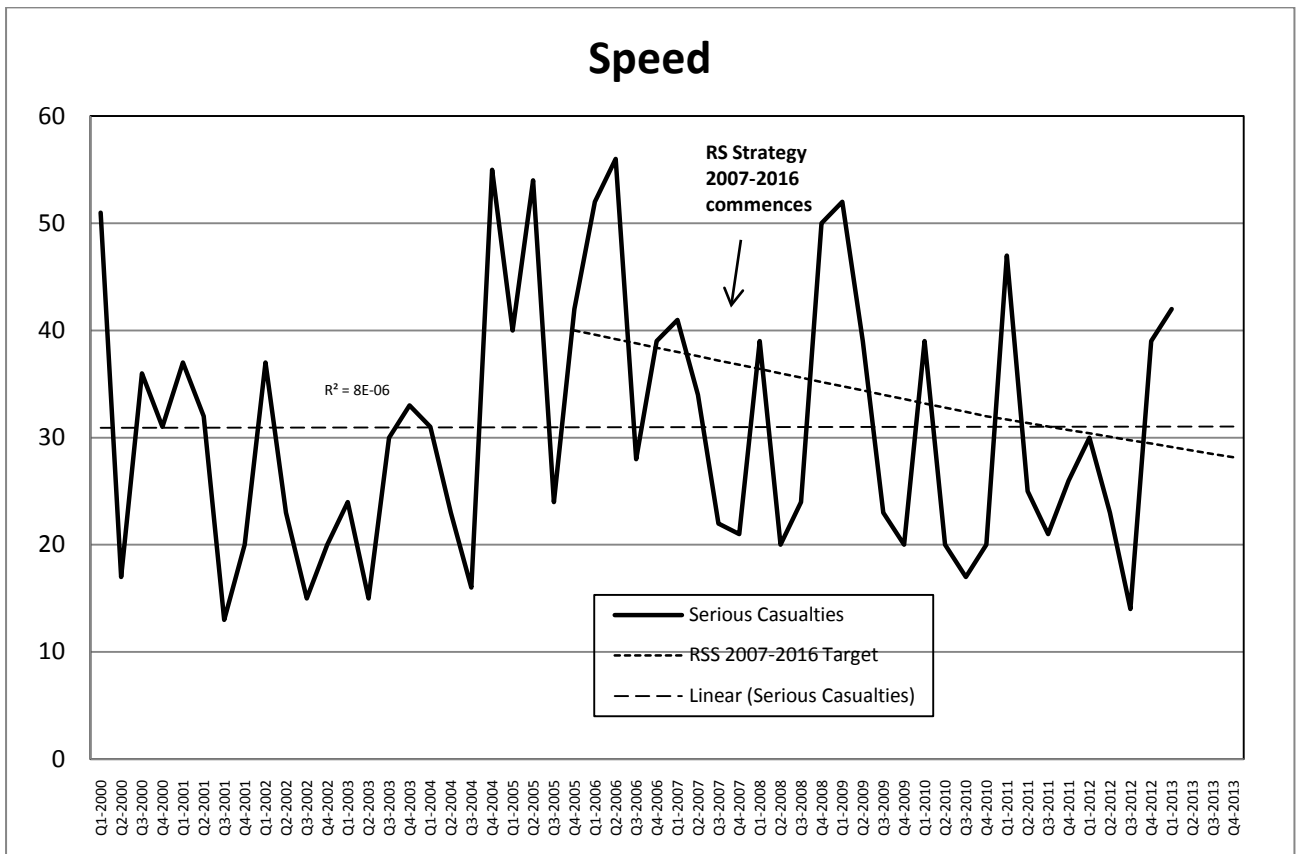
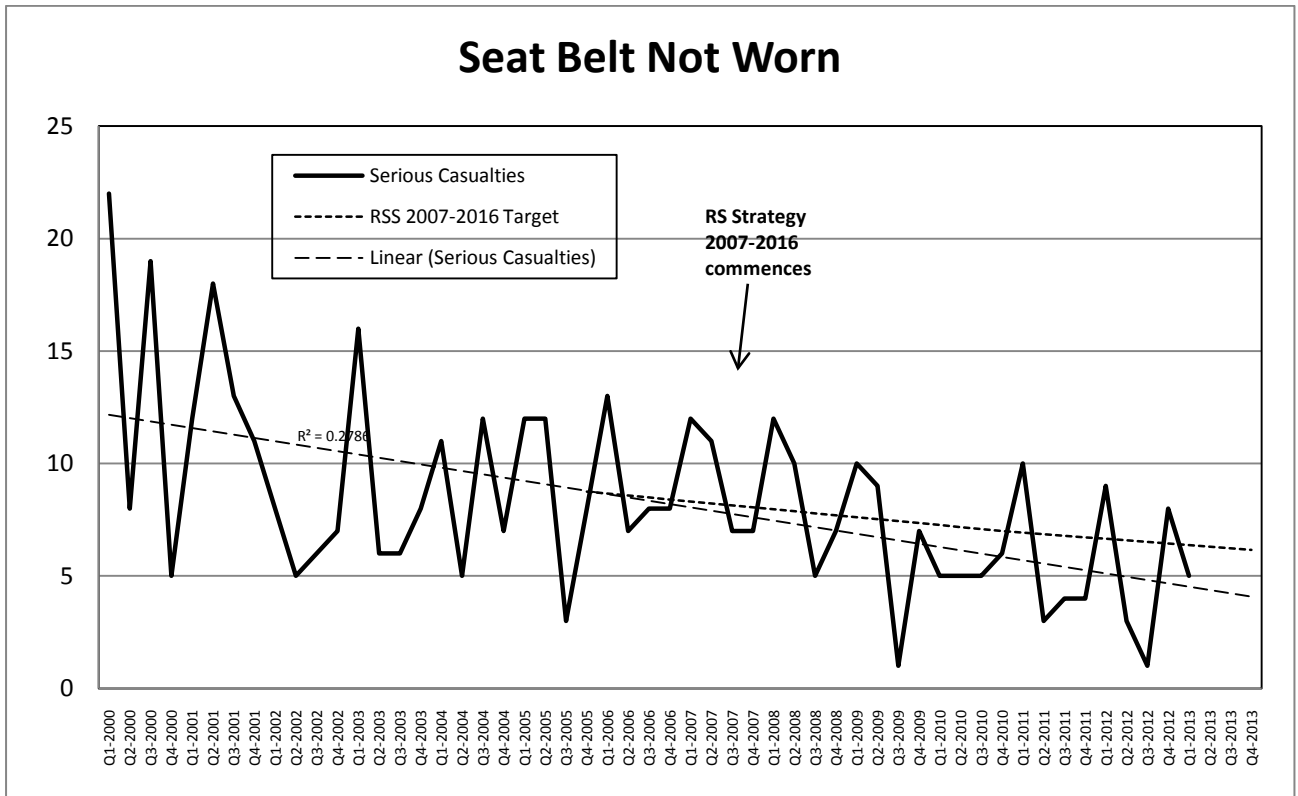




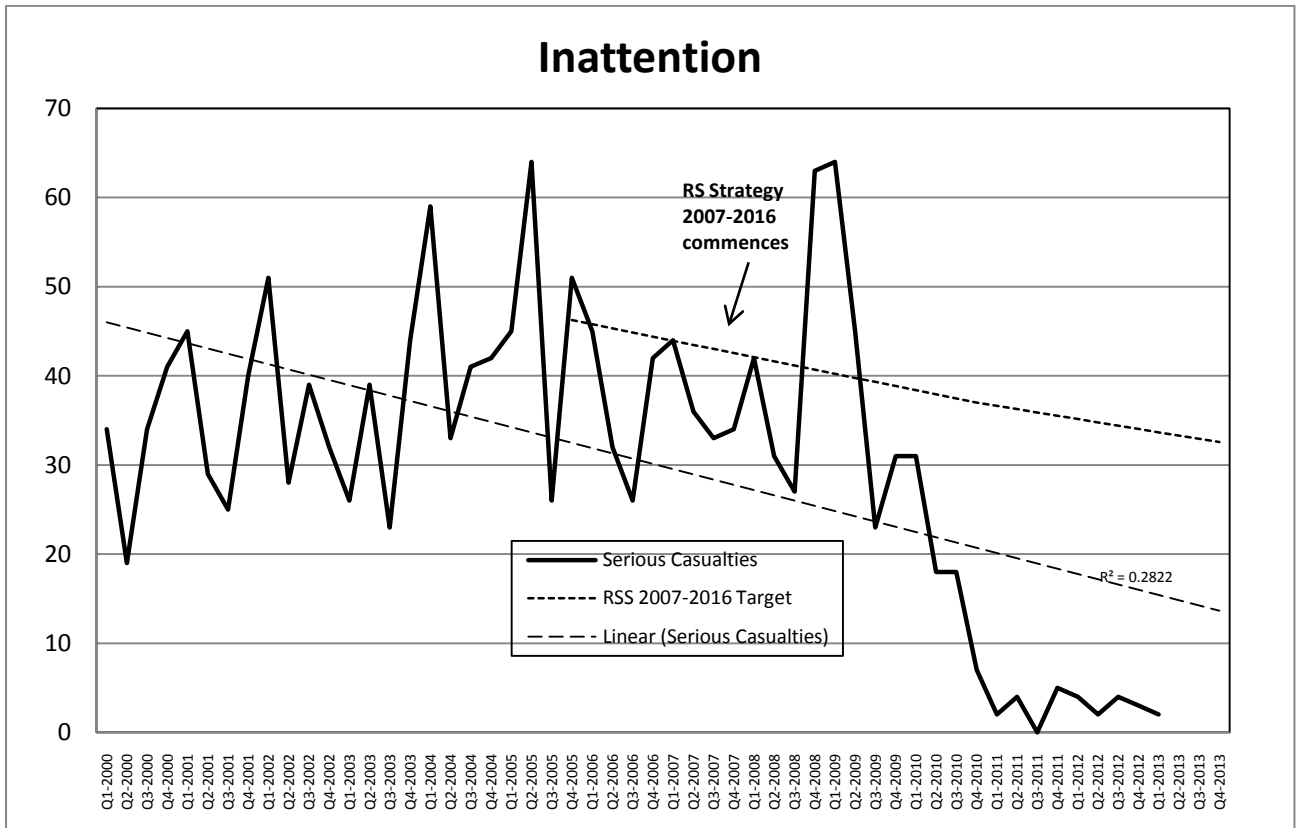




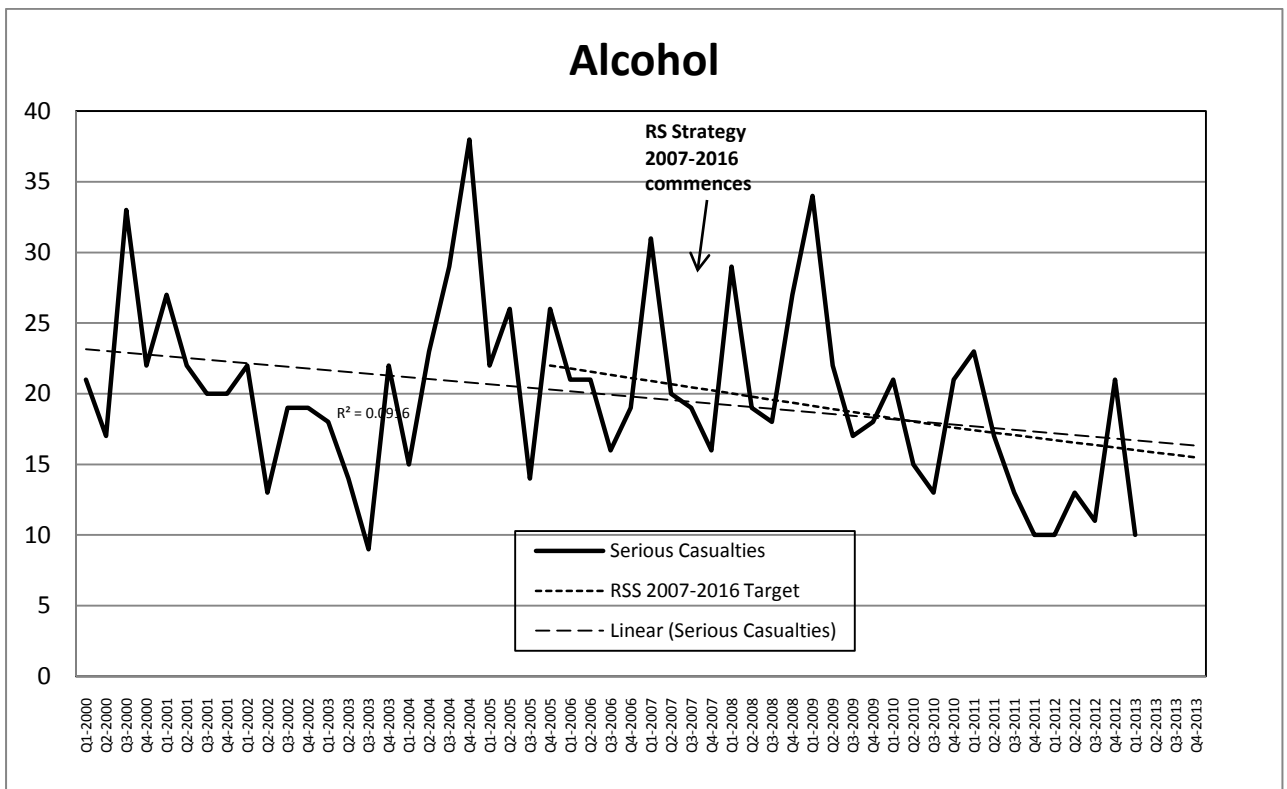




# Statistics



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



# Statistics

