Our Safety
Our Future

Tasmanian Road Safety Strategy 2007-2016

Progress Report

to the
Road Safety Advisory Council
including progress on the Work Program

as at
30 June 2012

Department *of*
Infrastructure, Energy *and* Resources

Tasmania
Explore the possibilities

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Executive Summary

Progress on meeting the Tasmanian Road Safety Strategy targets

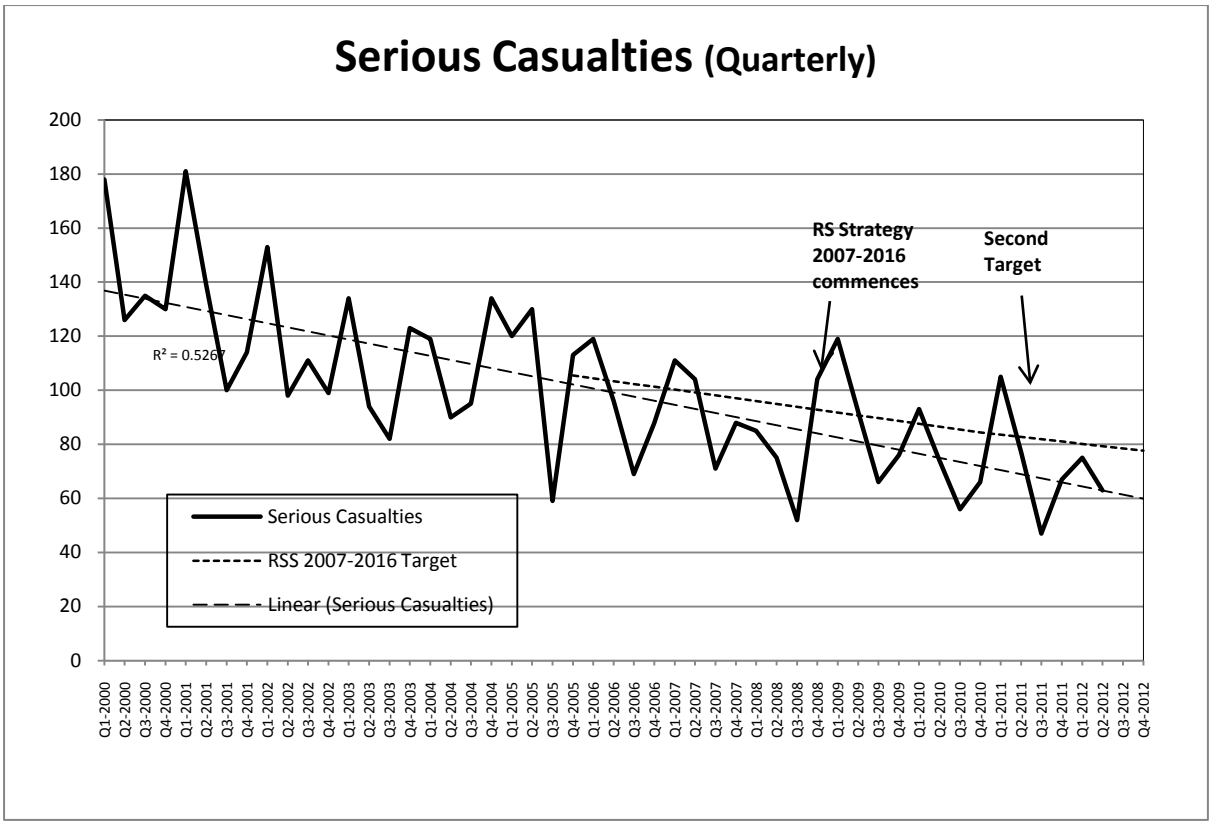
- As at 30 June 2012, the number of serious casualties is 138, compared to 167 for the same period in 2011, a 17.4% decrease.
- For the 2011 calendar year, there were 24* fatalities on Tasmanian roads compared to 31 fatalities for 2010. This is a 22.6% decrease from the 2010 total. The table below outlines road crash deaths for individual states and territories for the period 2002 to 2011.

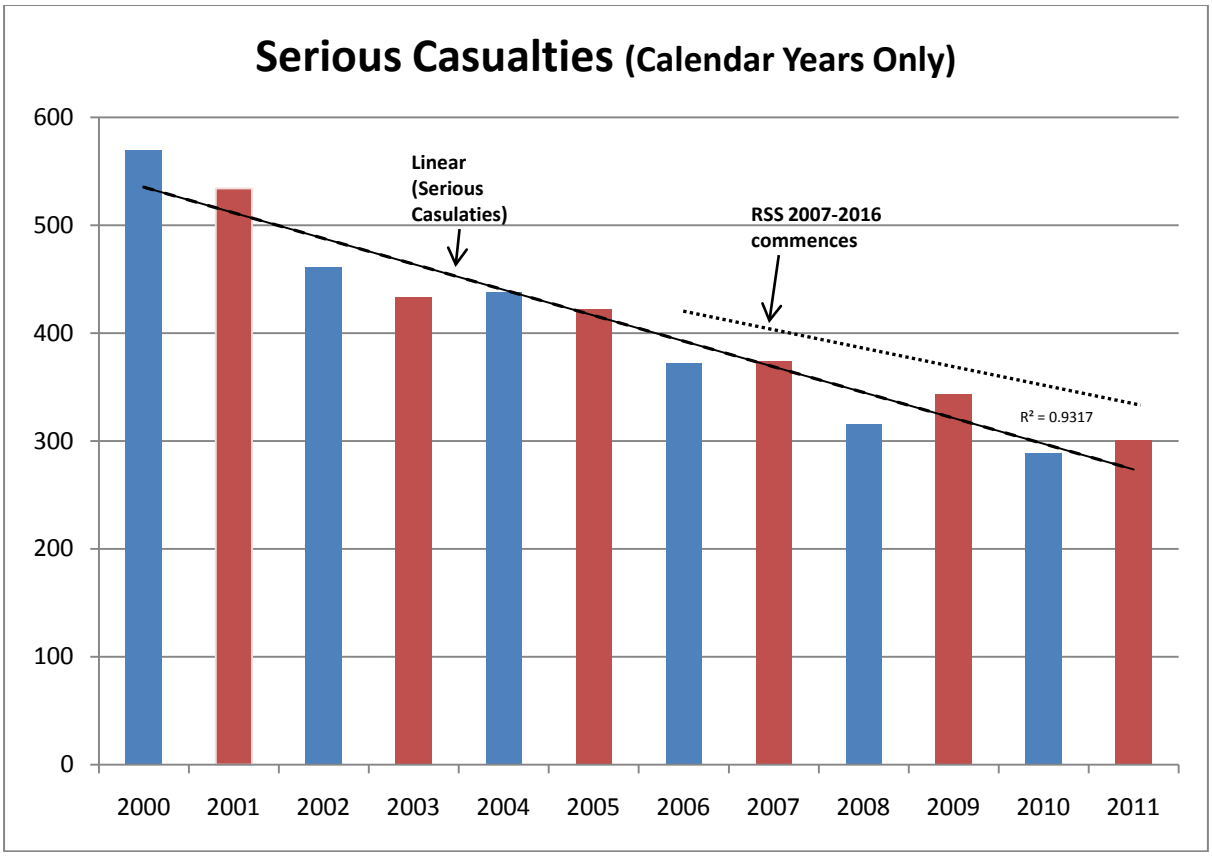
	N.S.W	Vic	Qld	S.A	W.A.	Tas	N.T.	A.C.T.	Aust
Jan-Dec 02	561	397	322	154	179	37	55	10	1715
Jan-Dec 03	539	330	310	157	180	41	53	11	1621
Jan-Dec 04	510	343	311	139	178	58	35	9	1583
Jan-Dec 05	508	346	330	148	163	51	55	26	1627
Jan-Dec 06	496	337	335	117	200	55	45	13	1598
Jan-Dec 07	435	332	360	124	235	45	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	376	288	269	103	180	24	44	6	1290
% Difference									
Last 12 months	-7.2	0.0	8.0	-12.7	-6.7	-22.6	-10.2	-68.4	-4.5
Last 10 years	-33.0	-27.5	-16.5	-33.1	0.6	-35.1	-20.0	-40.0	-24.8

**NB. The final road toll for 2011 has been revised from 26 fatalities to 24 fatalities, due to a determination by the Coroner that one fatality was due to natural causes and another was a suicide.*

- When considering serious injuries and fatalities together, the number of serious casualties in 2011 was 293, compared to 287 in 2010, a 2.1% increase.
- 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

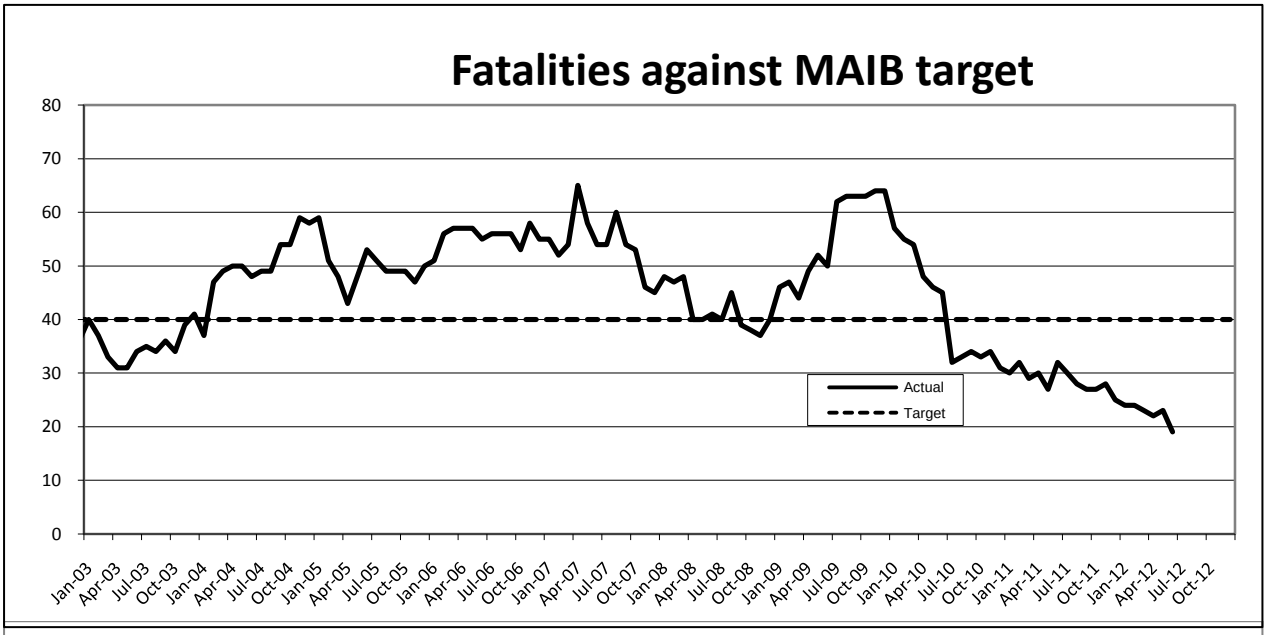


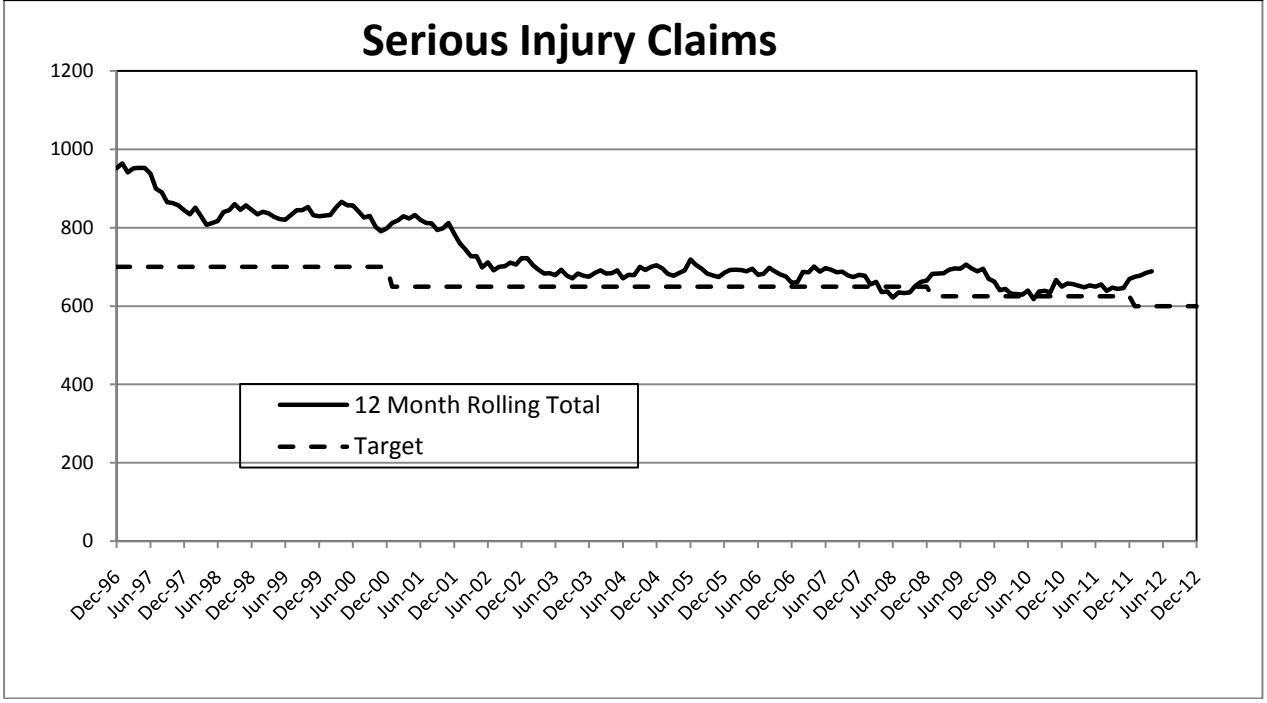


Executive Summary

Progress on meeting the MAIB targets

- 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, with further details provided in the road safety statistics section. The fatality and casualty claims are expressed as 12-month moving totals.
- The 12-month fatality totals at the end of June 2012 are below the target levels while the forecast serious injury claims at the end of April 2012 are just above the target level (data lag due to time to assess claims).





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

Crash statistics: strategic issues

The data confirms the importance of progressing priority areas identified in the *Tasmanian Road Safety Strategy*: to reduce the incidence and severity of serious crashes in higher speed zones; to reduce run-off-road, and head-on crashes; and to reduce crashes involving younger road users.

Crash trends in 2012

Serious Casualties

Features associated with the 138 serious casualties for the first six months of 2012 include:

- A high proportion of vehicle occupants, accounting for more than half of all serious injuries
- The predominance of serious casualties in high speed zones
- The high proportion of single vehicle run off road crashes
- The high proportion of 17 to 29 years and 30 to 49 years road user
- Excessive speed for the conditions/circumstances, alcohol/drugs, inexperience, fail to give way and unwell-infirm are the leading crash factors.

Full tables of statistics are provided at the end of this report.

Executive Summary

Key achievements since last report

Safer Travel Speeds

- Moonah Shopping Precinct site, forming part of the Part-time Speed Limits in Areas of High Pedestrian Activity project, was launched by the Minister in May.
- Safer Travel Speeds in Shared Urban Spaces Funding Program 2010/11 projects completed by Hobart City Council and Devonport City Council.
- Safer Travel Speeds in Shared Urban Spaces Funding Program 2011/12 - project submissions received by DIER did not meet the program criteria. DIER is reviewing the program to determine if changes are required to the criteria or to the program. This project is now closed.

Best Practice Infrastructure

- Flexible safety barrier, shoulder sealing and right-hand turn facilities at West Tamar Highway, south of Beaconsfield project has been completed.
- Flexible safety barrier, shoulder sealing and right-hand turn facilities at Mersey Main Road at Tarleton project has been completed.
- Brooker Highway, Granton, installation of painted median with flexible safety barrier along centre of the road project has been completed.
- East Tamar Highway, north of Dilston, flexible wire rope safety barrier along existing painted median project has been completed.

Complementary Initiatives

- The design of the Tasmanian Mandatory Alcohol Interlock Program has been completed. Minister O'Byrne announced the program in May 2012 with a target implementation date of December 2012 subject to the outcomes of tender process planned for the third quarter of 2012.
- In May 2012 regional workshops were conducted in Burnie, Hobart and Launceston with key Local Government and community personnel to promote the CRSP vision and renew the strategic direction. The workshops successfully engaged with the stakeholders and explored positive ways to continue creating a culture of road safety at the community level.
- The Novice Driver Reforms project is complete. The Graduated Licensing System (GLS) Review Project will continue on from this project to evaluate further potential reforms.

Projects previously completed and removed from Progress Report

- Roundabout at East Derwent Highway, Gage Road.

Marketing key achievements

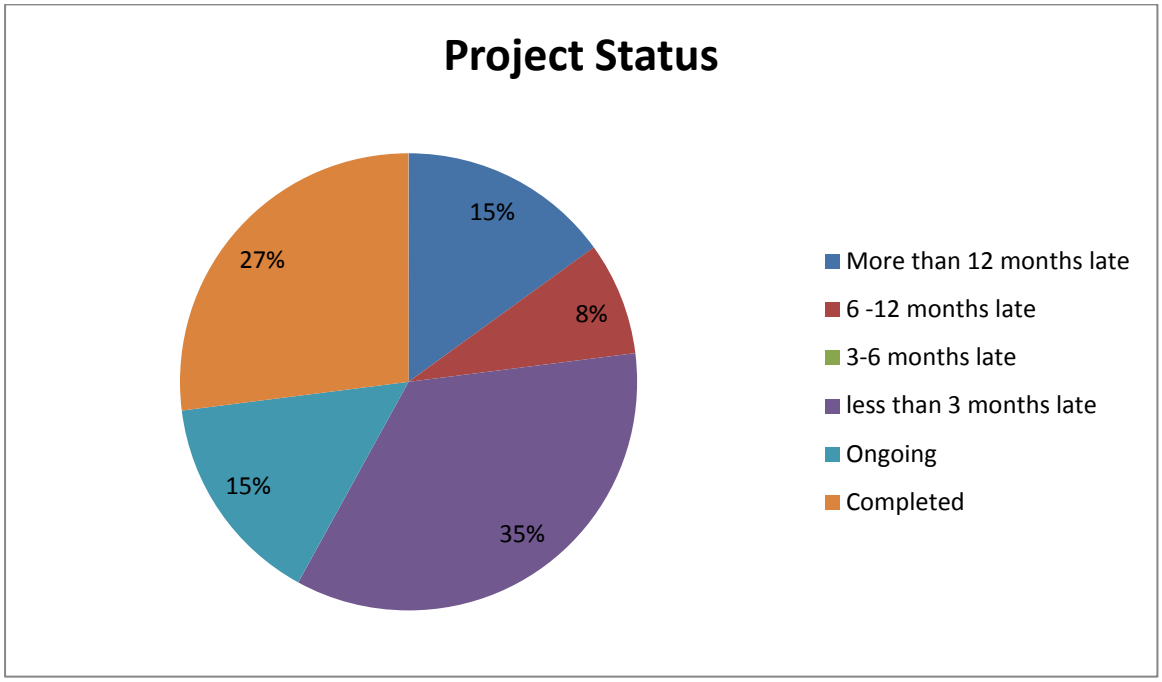
Please see separate report from the RSAC Education and Enforcement Sub Committee.

Executive Summary

Project progress: schedule and budget

Budget information, milestones and project status are correct as at 30 June 2012. 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	4
Between 6 and 12 months late	2
Between 3 and 6 months late	0
Less than 3 months late or on target	9
Ongoing	4
Completed	7
TOTAL	**26**



Executive Summary

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

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

Scheduled completion date: March 2010
Forecast completion date: To be advised

Reason for delay

Additional factors have further delayed the project with a 'go live' date to be advised. These include: Regulations – introduction of the remade *Vehicle and Traffic (Offence Detection Devices) Regulation*; the need to accommodate the introduction of new camera technology and associated enforcement provisions; and recruitment of resources to monitor the system, respond to alerts and perform maintenance requirements.

Original concept was for the system to be installed in two stages, with the first stage consisting of a variable speed limit set by time of day. Consultation identified that the system should operate automatically using real time data from the first day of operation.

The project is more complex than originally forecast, involving significantly more design and procurement stages. This has resulted in additional costs being incurred.

Action taken to address delay

DIER is: updating the Regulations; working with Tasmania Police to accommodate new camera technology and implement a robust mechanism which will allow enforcement of a VSL system; recruiting a technical officer to monitor and manage the VSL and other ITS technology.

During procurement and detailed design of the system DIER has encountered some technical issues. These have been worked through to ensure that once the system is obtained, it meets requirements and is a robust and fully tested system.

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

Scheduled completion date: June 2010
Forecast completion date: 2012-2013 financial year

Reason for delay

Break O'Day Council works are still to be completed. Council is undergoing a period of restructure and projects are on hold until appointments are finalised.

Action taken to address delay

Regular liaison between DIER and Break O'Day Council continues. Funding to be provided after the DIER audit.

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

Scheduled completion date: October 2011
Forecast completion date: April 2013.

Reason for delay

Complexity of the site.

Action taken to address delay

A report under Phase 2 of this project noted a number of challenges including:

- The area is geographically challenging from an installation perspective with narrow verges, steep roadsides and multiple bends.

Executive Summary

- There is no mains power at the site; the area is not ideal for solar power.
- Wireless communication is required over a long distance with poor line-of-sight.

As a result it was recommended that a detailed design plan be completed before any on-ground works are undertaken. The project has been delayed for 12 months to enable DIER staff to undertake the work. Because of the ITS elements, it is not considered a suitable project to outsource.

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

Scheduled completion date: April 2011
Forecast completion date: February 2013.

Reason for delay

Structural integrity issues.

Action taken to address delay

Work has been suspended and monitoring of settlement of reclamation material is continuing. It is expected that settlement will stop by spring 2012, then shape correction and sealing will commence summer 2012/2013.

As an interim measure the existing road has been resealed to improve skid resistance over the next 12 months.

Projects delayed between 6 and 12 months *(further detail provided under specific projects)*

651100 - Electronic School Speed Signs

Scheduled completion date: July 2011
Forecast completion date: July 2012

Reason for delay

Supply of signs; problems with software and hardware components.

Action taken to address delay

Ongoing discussions have occurred with the contractor to rectify issues.

652600 – Motorcycle Safety Measures: Sealing at Isolated Bends

Scheduled completion date: December 2011
Forecast completion date: October 2012

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. The tender process and timing of sealing and resurfacing works in regard to weather conditions may see a delay in full installation to October 2012.

Action taken to address delay

DIER officers are progressing this project.

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

Under Budget

651100 - Electronic School Speed Signs

Allocated budget:	$6,000,000
Forecast expenditure:	$5,400,000
Underspend:	$600,000 (10%)

Reason

Original scope of project was estimated to require 700 signs. Site plans indicate total number to be installed is 600. The reduction is due to shared and amalgamated school zones.

Ongoing and increasing problems with signs plus required modifications to solar capability will see a reduction in the estimated underspend to approximately 10%.

R310013 – Brooker Highway, Granton: install painted median with flexible safety barrier along centre of the road

Allocated budget:	$1,000,000
Total expenditure:	$738,957
Underspend:	$261,043 (26%)

Reason

Resealing of the road pavement came in significantly less than anticipated. $79,496 was reimbursed to the project in the final quarter from DIER to cover previously agreed costs. On completion, the project is underspent by 26%.

Over Budget

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

Allocated budget:	$1,800,000
Forecast expenditure:	$3,091,901
Overspend:	$1,291,901 (71%)

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 change 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 under-estimated. 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.

Strategic Direction 1 – Safer Travel Speeds

Road Safety Levy Funded Projects

651100 Electronic Speed Signs at School Zones

Description

Highly visible signs that only operate during designated school zone times are scheduled to be fitted at all 40 km/h school zones by July 2012.

Milestone Schedule	Milestone Progress		
Date		**Date**	
July 2008	Announce successful contractor	July 2008	Completed
Aug 2008	Commence liaison with schools prior to implementation	Sep 2008	Completed
Dec 2008	Commence implementation	Feb 2009	Commenced
Sept 2009	Signs to be installed at 70 schools	Jan 2010	Completed
Feb 2010	Approximately 290 signs are due to be installed in 118 schools by beginning of Term 1 (subject to no technical delays)	May 2010	65% complete at start of Term 1 2010. Significant upgrade of Control System software caused delay, but improved fault monitoring and communications with the signs.
July 2011	Approx 700 signs to be installed at around 240 schools	September 2011	455 signs installed for 188 schools.
July 2011	Installation completed	December 2011	501 signs installed for 206 schools.
July 2011	Scheduled Completion	March 2012	510 signs installed for 211 schools.
July 2011	Scheduled Completion	July 2012	586 signs installed for 240 schools.

Status

At end June 2012, 562 signs are operating around the State, covering 233 schools. In addition, 24 signs (covering 7 schools) have been installed and are currently undergoing in-field testing.

South: All signs installed.
North: All original sites completed. One site awaiting Launceston City Council works. Old technology at Perth is to be replaced in the September school holidays.
North West: One site remaining, to be installed in July 2012. A new site will be signed late 2012.
Islands: King and Flinders Islands needs are being determined.

Problems with existing signs are being resolved before installation at any new sites. Two sites were delayed when residents objected to the location of the signs and relocation was required. Software issues and problems with sign casings were experienced with the last delivery of signs. The extensive maintenance and adjustment work required in installing new signs as well as attending to failures on existing signs further extended the completion date by four months. Completion of the project is estimated to be July 2012.

Strategic Direction 1 – Safer Travel Speeds

Budget ($)		
Total allocated budget for project		**6,000,000**
Expenditure in 2007/08	85,086	
Expenditure in 2008/09	738,258	
Expenditure in 2009/10	1,613,818	
Expenditure in 2010/11	1,083,761	
Expenditure in 2011/12	1,105,136	
Total expenditure to date		**4,626,059**
Current Balance		**1,373,941**
Forecast total expenditure on completion		**5,400,000**
Forecast balance remaining on completion		**600,000**

Comments

The payment structure for the signs is 80% paid on delivery of signs and 20% paid after 3 years of successful operation. Current commitment is $582,000 which will decrease progressively between 2012 and 2015 as payments are made to the contractor.

The anticipated 15% saving on this project may not be fully realised due to the increase in staff time required in addressing the various problems and the cost of additional batteries purchased for signs in areas with minimal solar radiation exposure.

It is anticipated that in 2013 Tasmanian schools will be changing from a three-term structure to a four-term school year, requiring additional work from the contractor to make adjustments to the Network Management System.

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	Preliminary discussions complete. DIER to consult external stakeholders as needed.
July 2009	Civil works complete (trenching for conduit)	Jan 2011	Completed
March 2010	Full installation	September 2011	Delays to delivery of signs; central control system (STREAMS) being designed. Design of fibre and power cables completed.
March 2010	Project completed	December 2011	STREAMS control system installed. All signs delivered and 22 installed.
March 2010	Project completed	March 2012	All signs and cabling installed.
March 2010	Project completed	June 2012	System is being tested.
		July 2012	Additional issues being progressed. See status.
		TBA	'Go live' date

Status

This project had a significant change in design and scope following stakeholder consultation. The original concept was for the system to be installed in two stages, with the first stage consisting of a variable speed limit set by time-of-day. However, consultation identified that the system should operate automatically using real time data from the first day of operation.

The project is more complex than originally forecast, involving significantly more design and procurement stages, resulting in additional costs being incurred.

Connection of cables and fibres to signs and STREAMS were completed in April 2012. Full system testing commenced in May.

Additional factors have further delayed the project with a 'go live' date to be advised. These include: Regulations – introduction of the remade *Vehicle and Traffic (Offence Detection Devices) Regulation*; the need to accommodate the introduction of new camera technology and associated enforcement provisions; and recruitment of resources to monitor the system, respond to alerts and perform maintenance requirements.

Budget ($)		
Total allocated budget for project		**1,800,000**
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	
Total expenditure to date		**3,047,051**
Current Balance		**(1,247,051)**
Forecast total expenditure on completion		**3,091,901**
Forecast balance remaining on completion		**(1,291,901)**

Comments

In February 2012 approval was given to extend the contract for a SKM technician; additional funds of $56,416 were secured to cover the period 27 February to 6 May 2012. SKM technician was required to continue electrical engineering/ITS work on the project, including detailed testing, integration and other associated project engineering work.

The increase in costs is mainly around the Variable Speed Limit Control System, power cable and the amount of in-field processing equipment. The purchase of the STREAMS Control System includes ongoing yearly fees as well as development costs.

The completed power cable design identified the need for a larger power cable due to higher than expected power consumption of the electronic speed limit signs. This has a flow-on effect to increase the cost associated with cable installation and termination of the cables.

The number of in-road sensors also significantly increased from 16 to 100, to enable the system to recognise crashes and to respond with an appropriate response plan to prevent secondary crashes.

The amount and complexity of field processing equipment was significantly underestimated.

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.
June 2012	Projects complete under 2009/10 program	March 2012	BO'D project stalled, (refer 'status'). GTC work completed.
June 2012	Projects completed	June 2012	GTC work completed. BO'D project no status change.

Status

Extensions given to Councils to complete works in 2010/11 financial year.

Break O'Day Council the water main was installed by Ben Lomond Water in December 2011. All other work is on hold until a decision is made at a final community meeting. The decision relates to whether the realigning of the parking in the St Mary's township will go ahead. The meeting scheduled for February 2012 did not go ahead and is now scheduled for July 2012. The Council is going through a period of restructure and this project is on hold until a new officer responsible for its completion is appointed.

George Town Council works completed, audited and paid.

Strategic Direction 1 – Safer Travel Speeds

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

Comments

Practical completion certificate issued to George Town Council and payment made April 2012.

Payment for outstanding project items with Break O'Day Council will be finalised in 2012/13 financial year.

Strategic Direction 1 – Safer Travel Speeds

651510 Safer Travel Speeds in Shared Urban Spaces Funding Program 2010/11

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**	
June 2010	10/11 projects announced	Jan 2011	Completed
June 2011	10/11 projects completed by end of financial year. Funding awarded following a completion audit by DIER	September 2011	HCC preliminary work started. DCC work completed.
June 2011	Projects completed	Dec 2011	Projects in final stages.
June 2011	Projects completed	March 2012	DCC work completed. Majority of HCC work completed.
June 2011	Projects completed	June 2012	Hobart City Council work completed. Both projects now completed.

Status

Hobart City Council project for a new roundabout at southern junction of Churchill Avenue and Nelson Road (adjacent to Hutchins School); bus lay-by, kerbing and footpath work, completed June 2012.

Devonport City Council Berrigan Road in Miandetta – works completed end September.

Budget ($)		
Total allocated budget for project		**251,000**
Expenditure in 2010/11	0	
Expenditure in 2011/12	251,000	
Total expenditure to date		**251,000**
Current Balance		**0**
Forecast total expenditure on completion		**251,000**
Forecast balance remaining on completion		**0**

Comments

Devonport City Council project at Berrigan Road in Miandetta final payment and certificate of works issued March 2012.

Hobart City Council final payment and certificate of works issued June 2012.

Total budget of $251,000 is less than previous years because DIER received only two projects eligible for funding under the Shared Urban Spaces criteria.

Strategic Direction 1 – Safer Travel Speeds

651510 Safer Travel Speeds in Shared Urban Spaces Funding Program 2011/12

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**	
April 2011	Submissions for funding sought for 11/12 projects	September 2011	Completed
April / June 2011	Submissions assessed for 11/12	September 2011	Ongoing
June 2011	11/12 projects announced	December 2011	No projects met criteria
Dec 2012	11/12 projects completed by end of financial year. Funding awarded following a completion audit by DIER	June 2012	No status change. DIER officers have not yet had a chance to review this program.
		June 2012	Project did not proceed. Project closed.

Status

A total of 12 project submissions were received from eight different councils. The total amount of funding requested through the program for 2011-12 was $594,638.

Project submissions were reviewed by DIER to assess their suitability against the program criteria. None of the applicants met the criteria and therefore it was decided not to fund any of the submissions.

The continuation of the program is being considered, with a recommendation being prepared for the design of any future programs.

Budget ($)		
Total allocated budget for project		**500,000**
Expenditure in 2011/12		0
Total expenditure to date		**0**
Current Balance		**0**
Forecast total expenditure on completion		**0**
Forecast balance remaining on completion		**500,000**

Comments

This project did not go ahead, however, the program is to be reviewed in 2012 to determine if changes to the program or criteria are needed for future programs.

This project is now closed.

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
		June 2012	No status change.

Status

The project is to be delivered in two phases. Phase 1 Thermal mapping and Installation of Road Weather Information Station (RWIS). Phase 2 Weather Based Variable Speed with Electronic Speed Warning Signage. Phase 1 works are now complete.

The scoping report under Phase 2 to design the electronic weather-based warning system was completed in December 2011. The report noted a number of challenges, including:

- The area is geographically challenging from an installation perspective with narrow verges, steep roadsides and multiple bends.
- There is no mains power at the site; the area is not ideal for solar power.
- Wireless communication is required over a long distance with poor-line-of-sight.
- Integrating with the STREAMS network system may be complex but experience with the VSL Tasman Highway project will increase knowledge of DIER staff working with ITS.

A detailed design plan is to be completed before any on-ground works are undertaken.

A combination of consultants and DIER staff will deliver the project and DIER will manage and maintain the system.

The project has been delayed by up to 12 months to enable DIER staff to undertake the work. Because of the ITS elements, it is not considered a suitable project to outsource.

Strategic Direction 1 – Safer Travel Speeds

Budget ($)		
Total allocated budget for project		**400,000**
Expenditure in 2009/10	28,170	
Expenditure in 2010/11	79,767	
Expenditure in 2011/12	16,463	
Total expenditure to date		**124,400**
Current Balance		**275,600**
Forecast total expenditure on completion		**400,000**
Forecast balance remaining on completion		**0**

Comments

Payment was made to SKM in January 2012 for consultant who undertook the scoping report.

Strategic Direction 1 – Safer Travel Speeds

651830 Part Time Speed Limits in areas of High Pedestrian Activity

Description

Pedestrians are vulnerable road users - crashes involving pedestrians are more likely to result in serious injury or death. A detailed analysis of pedestrian crashes in Tasmania identified the locations with the highest number of pedestrian crashes:

- Macquarie Street (between Harrington and Argyle Streets).
- Davey Street (between Argyle and Harrington Streets).
- Main Road through the existing Moonah shopping zone.
- Sandy Bay Road through the existing Sandy Bay shopping zone.

Pedestrian safety would be improved by installing electronic signs (similar to those being used at schools) that would apply a lower speed limit of 40 km/h during periods of high pedestrian activity. Reducing vehicle speeds is expected to reduce pedestrian crashes by 20%.

Milestone Schedule		**Milestone Progress**	
Date		**Date**	
June 2011	Delivery of Signs for Moonah Shopping Precinct.	September 2011	90% poles installed. Awaiting signs.
Sept 2011	Moonah Shopping Precinct work completed	Dec 2011	Signs delivered. To be completed March 2012
		March 2012	All signs and major cabling completed.
		June 2012	Moonah completed (refer 'Status').

Status

Moonah Shopping Precinct site was launched by Minister O'Byrne on 25 May 2012.

Since the four project sites were selected, the Hobart City Council has implemented a reduced 50 km/h speed limit in the CBD. The Davey Street, Macquarie Street and Sandy Bay projects are on hold pending a decision on possible installation of 40 km/h shopping precinct signs. A change at this time is not considered appropriate as it may complicate the message.

Review of the other three sites will be undertaken later in 2012.

Budget ($)		
Total allocated budget for project		***200,000**
Expenditure in 2010/11	0	
Expenditure in 2011/12	54,000	
Total expenditure to date		**54,000**
Current Balance		**146,000**
Forecast total expenditure on completion		**200,000**
Forecast balance remaining on completion		**0**

Comments

Invoicing for labour and installation costs to be finalised.

*Estimated cost for Moonah Shopping Precinct is $90,000. If Hobart City and Sandy Bay locations do not proceed, project will be underspent by approximately 55%.

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)	June 2012	95% complete

Status

The project was previously placed on hold to allow for the upgrade of required business systems (TIPS) and reassessment of site locations following the decision to implement flexible safety barrier on part of the original sites.

DIER completed a review of the proposed Point-to-Point sites and two new sites have been identified which best meet the site selection criteria.

The Point-to-Point Steering Committee met on 30 March 2012 and endorsed full investigation of the two new sites.

A presentation was made to RSAC on 22 May 2012.

Updating and finalisation of inputs to the Point-to-Point (P2P) Business Case have 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.

To enable finalisation of the business case final discussions are occurring with other agencies (DPEM, DoJ) to confirm agency impacts of the project including IT and budget.

It is anticipated the Business Case will be completed in August 2012 and presented to Government later in 2012.

Strategic Direction 1 – Safer Travel Speeds

Budget		
Total allocated budget for project		**50,000**
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	
Total expenditure to date		**$50,000**
Current Balance		**0**
Forecast total expenditure on completion		**50,000**
Forecast balance remaining on completion		**0**

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

Comments

Importantly in 2011 Tasmania contributed to the national Austroads research project on 'Best Practice Point-to-Point Speed Enforcement'. This research project was completed in December 2011 which was prior to specifications for Tasmania's project being finalised (subject to Government approval). This will enable the Tasmanian project design to draw upon world's best practice, and learnings from implementation in other jurisdictions.

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

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

R310010 West Tamar Highway, South of Beaconsfield - Flexible Safety Barrier, Shoulder Sealing and Right Hand Turn Facilities

Description

The 'safe system' approach is aimed at creating safer roadsides to compensate for driver error, using infrastructure improvements. This project will consist of approximately 1.5km of shoulder sealing, 700m of flexible safety barrier, addition of a right turn lane to reduce intersection crashes and roadside hazard removal.

At this site there were nine loss-of-control casualty crashes over a five year period (including one fatal and three serious casualty crashes). Shoulder sealing reduces run-off-road crashes by 30% and head on crashes by 15%. Providing right turn lanes at junctions reduces rear-end collisions by 60%.

Milestone Schedule		Milestone Progress	
Date		**Date**	
Oct 2009	Request for tender	June/July 2010	Completed
Mar 2010	Award tender	Sept 2010	Tender closed late Sept 2010 and Award expected Oct 2010
June 2010	Commence work	Oct 2010	Works commenced Nov 2010
Oct 2010	Work complete	Dec 2011	Work complete.
March 2012	Final seal	March 2012	All work completed.
		June 2012	Project completed.

Status

Work started in November 2010 and was completed March 2012. Progress was delayed due to difficulties in service relocation which pushed the program back into winter. Road works were suspended over winter due to wet weather but began again in spring 2011. Work continued to the Salisbury Creek Culvert over winter. All major work was completed by end December 2011. A final seal was done March 2012. Final commitments reconciled in last quarter; project overspend was 7%.

Budget ($)		
Total allocated budget for project		**3,500,000**
Expenditure in 2009/10	251,065	
Expenditure in 2010/11	2,065,369	
Expenditure in 2011/12	1,441,643	
Total expenditure to date		**3,758,077**
Current Balance		**(258,077)**
Forecast total expenditure on completion		**3,758,077**
Forecast balance remaining on completion		**(258,077)**

The unexpected overspend was due to underestimates during design phase on quantities and type of materials required for base works. There was also a requirement for some modifications to design during the building phase. The issue of costings disparity between design and build phases is being addressed by DIER, including a new budget approach of P50 and P90 estimates provided at the Project Proposal Phase.

Strategic Direction 2 – Best Practice Infrastructure

R320007 Mersey Main Road (Tarleton) - Flexible Safety Barrier, Shoulder Sealing and Right Hand Turn Facilities

Description

The 'safe system' approach is aimed at creating safer roadsides to compensate for driver error, using infrastructure improvements. This project will consist of approximately 1km of shoulder sealing, 600m of flexible safety barrier, addition of three right turn lanes at junctions to reduce intersection crashes and reduction of the severity of the S-curve near Arnold Street junction.

At this site there were eight loss-of-control crashes over a five year period (including four casualty crashes). There have been five intersection crashes in the same period (including two casualty crashes). 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%.

Milestone Schedule		**Milestone Progress**	
Date		**Date**	
Dec 2009	Award Tender	3 Jan 2010	Award completed
Jan 2010	Commence Works	11 Jan 2010	Works commenced
June 2010	Complete Works	Dec 2011	Complete
Jan 2012	Final Reseal and Line Marking	March 2012	All work completed.
		June 2012	Project completed.

Status

Project completed. Final seal and line marking was completed early 2012.

Budget ($)		
Total allocated budget for project		**2,000,000**
Expenditure in 2009/10	1,431,326	
Expenditure in 2010/11	641,345	
Expenditure in 2011/12	37,020	
Total expenditure to date		**2,109,691**
Current Balance		**(109,691)**
Forecast total expenditure on completion		**2,109,691**
Forecast balance remaining on completion		**(109,691)**

Comments

Final contractor payments came in less than anticipated. Project overspend consequently reduced from expected 11% to 5.5%. Infrastructure project budgets are based on best estimate and are subject to variation; as actual cost and risks not known until works have been undertaken.

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.
Summer 2011/12	Final Seal	March 2012	Interim reseal of existing road completed.
		June 2012	Settlement progressing well. Planned works for spring/summer on track.

Status

Initial project development and scoping was undertaken in 2008/09. This was a contingency project to commence if funds became available from other road safety levy infrastructure projects.

Parks & Wildlife gave approval to reclaim a modest section of the Derwent foreshore to enable the full scope of the project to proceed in 2010/11. Final seal was to occur in summer 2011/2012.

Work has been suspended and monitoring of settlement of reclamation material is continuing. When settlement has stopped, anticipated to be by spring 2012, then shape correction and sealing will commence summer 2012/2013.

As an interim measure the existing road has been resealed to improve skid resistance over next 12 months. Line marking along resealed road section is to be undertaken during April 2013.

Strategic Direction 2 – Best Practice Infrastructure

Budget ($)		
Total allocated budget for project		**2,000,000**
Expenditure in 2008/09	151,543	
Expenditure in 2009/10	91,162	
Expenditure in 2010/11	1,002,227	
Expenditure in 2011/12	90,541	
Total expenditure to date		**1,335,473**
Current Balance		**664,527**
Forecast total expenditure on completion		**2,000,000**
Forecast balance remaining on completion		**0**

Comments

Tenders came in considerably lower than expected. However, the project has become significantly more complex than anticipated, reducing the likelihood of any savings. A far greater amount of rock was required for reclamation than originally planned; monitoring and evaluation of settling has been extended; and the requirement to reseal the existing road as an interim measure, will all increase costs which will either reduce, or eliminate, the previously estimated underspend.

Strategic Direction 2 – Best Practice Infrastructure

R310013 Brooker Highway, Granton: Install painted median with flexible safety barrier along centre of the road

Description

During a five year period there were three severe head-on collisions: two serious casualty crashes on 2 November 2004 and 5 April 2006; and a fatal crash on 5 April 2009. This is the equal highest concentration of serious head-on crashes in Tasmania.

The 'safe system' approach provides flexible wire rope safety barrier in the central median to prevent head-on crashes and reduce the severity of loss-of-control crashes. This solution is appropriate on high volume, high speed roads to separate opposing streams of traffic. This will also require some widening of the shoulders on the Brooker Highway.

Milestone Schedule		Milestone Progress	
Date		**Date**	
Sept 2011	Award Tender	September 2011	Tender prepared
Oct 2011	Commence Works	Dec 2011	Tender awarded
Feb 2012	Complete Works	March 2012	Works completed.
		June 2012	Project completed.

Status

Work commenced in January 2012 and was completed in March 2012. All budget commitments finalised.

This project was postponed as it was too late to go through the tender process and then complete road sealing works prior to the onset of winter 2011.

Budget ($)		
Total allocated budget for project		**1,000,000**
Expenditure in 2011/12	738,956	
Total expenditure to date		**738,957**
Current Balance		**261,043**
Forecast total expenditure on completion		**1,000,000**
Forecast balance remaining on completion		**261,044**

Comments

Resealing of road pavement came in significantly less than anticipated. $79,496 was reimbursed to the Project in the final quarter from DIER to cover previously agreed costs. On completion, the project is underspent by 26%.

This project was jointly funded by the Tasmanian Road Safety Strategy and DIER. Safety improvements were paid for from the Road Safety Levy; the resealing of the road pavement, costing approximately $950,000, was funded by DIER.

Strategic Direction 2 – Best Practice Infrastructure

R310024 East Tamar Highway, North of Dilston: Flexible wire rope safety barrier along existing painted median

Description

This is a preventative safety measure using the 'safe system' approach. Installing flexible safety barrier in an existing painted median prevents serious casualty crashes on undivided, high volume, high speed roads. The painted median was provided as part of recent upgrading of the East Tamar Highway.

Wire rope safety fencing in median barriers prevents head-on crashes and reduces the severity of loss-of-control crashes.

Milestone Schedule		Milestone Progress	
Date		**Date**	
May 2011	Commence works	July 2011	Works commenced
Nov 2011	Complete barrier installation works	Sept 2011	Wire Rope Safety Barrier installed
Nov 2011	Complete all works	Dec 2011	Work almost complete.
Nov 2011	Complete works	March 2012	Work completed.
		June 2012	Project completed.

Status

Project undertaken as a variation under the current contract for the East Tamar Highway Dilston works.

Wire Rope Flexible Safety Barrier has been installed.

All major work, including sight benching to improve sight distance to a G-turn facility and relocation of Aurora poles was completed by December 2011.

Finishing work completed in the first half of 2012.

Budget ($)		
Total allocated budget for project		**200,000**
Expenditure in 2011/12	190,566	
Total expenditure to date		**190,566**
Current Balance		**9,434**
Forecast total expenditure on completion		**200,000**
Forecast balance remaining on completion		**9,434**

Comments

Final payments made June 2012. The projected 25% saving on this project was not realised, improvements to G-turns at two locations including installation of a traffic island was additional work. Relocation of Aurora poles came in at a slightly higher cost than estimated.

Strategic Direction 2 – Best Practice Infrastructure

R310023 Bass Highway, Launceston to Burnie: Audible centreline and edge line markings

Description

Provide audible centreline and edge line markings on the Bass Highway between Launceston and Burnie where the posted speed limit is greater than 80 km/h.

There have been 31 serious casualty crashes on this section of the Bass Highway over a five year period – 13 involving head-on collisions and 18 involving loss-of-control.

Many head-on and loss-of-control crashes are attributed by Police to the driver being asleep, fatigued or inattentive. Audible markings help to address these factors by warning drivers when they are leaving their lane. Audible markings are expected to reduce head-on and loss-of-control crashes by 15%.

Milestone Schedule		Milestone Progress	
Date		**Date**	
Nov 2011	Award Tender	Sept 2011	Tenders to be advertised October
Mid Dec 2011	Commence Works	Dec 2011	Contract awarded
May 2012	Complete Works	March 2012	Work commenced January 2012 and is on track to be completed by May 2012.
		June 2012	Work suspended over wet winter period. Will resume in spring.

Status

Wetter than expected summer and autumn seasons prevented completion of project. Work has been suspended over the winter period and will recommence in the spring when weather is warmer and drier. New completion date is estimated for November/December 2012.

Tenders were invited on 15 October and the contracts were awarded on 13 December 2011. Work commenced early January 2012.

The contract will deliver audible centre markings on all undivided carriageway between Launceston and Burnie. The whole budget will be expended to provide audible edge lines on this section of highway.

Budget ($)		
Total allocated budget for project		**1,600,000**
Expenditure in 2011/12	1,559,802	
Total expenditure to date		**1,559,802**
Current Balance		**40,198**
Forecast total expenditure on completion		**1,600,000**
Forecast balance remaining on completion		**0**

Strategic Direction 2 – Best Practice Infrastructure

652600 Motorcycle Safety Measures: Sealing at Isolated Bends

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.

There are four locations where it is proposed to seal the shoulder or side road to reduce the likelihood of gravel ending up on the road. There are three sections of road where warning signs are proposed.

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.
		June2012	Warning signs installed. Expected completion October 2012.

Status

Project commenced June 2012 with DIER's Road Network Manager project managing both components of the project.

Preparation of Project Proposal Reports (PPRs) have been delayed. 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. Tender process and timing of sealing and resurfacing works in regard to weather conditions, may see a delay in full installation to October 2012.

Project scoping identified seven sites for treatment under this project. Tender period for installation of 14 warning signs at three sites closed 14 October and was awarded late October. All warning signs were installed by end November 2011.

Strategic Direction 2 – Best Practice Infrastructure

Budget ($)		
Total allocated budget for project		**296,340***
Expenditure in 2011/12	0	
Total expenditure to date		**0**
Current Balance		**296,340**
Forecast total expenditure on completion		**296,340**
Forecast balance remaining on completion		**0**

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		
October 2012	Award tender		
November 2012	Commence works		
December 2014	Complete works		

Status

The engineering consultants engaged to investigate and provide a concept report for the site will continue working on the project to complete detailed design reports. Consultancy Agreement for detailed design phase was signed December 2011. The Development Application lodged with the council March 2012. An on-site public information session was held 12 April and displays left in-situ until 16 April 2012. Plans were then displayed at council offices until 26 April 2012.

Following the public engagement period in April, DIER undertook extensive liaison with adjacent landholders and made modifications to the design in order to minimise impact on adjacent businesses. However, the project was rejected by Council, despite council planners' recommendation to approve. DIER lodged an appeal with the Resource Management and Planning Appeals Tribunal. After the preliminary hearing, Council initiated a Consent Agreement. DIER is currently working with Council to obtain agreement. The project is scheduled to go before the Parliamentary Standing Committee on Public Works for review on 31 July.

Budget ($)		
Total allocated budget for project		**7,750,000**
Expenditure in 2011/12	326,455	
Total expenditure to date		**326,455**
Current Balance		**7,423,545**
Forecast total expenditure on completion		**7,750,000**
Forecast balance remaining on completion		**0**

Comments

Monthly meetings are being held between the project manager, sponsor and consultants to ensure project remains on target to meet 2012-2013 construction period. At the end of the detailed design phase cost estimates will be revised, giving a better understanding of expected project costs.

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		
October 2012	Award tender		
November 2012	Commence works		
December 2013	Complete works		

Status

The engineering consultants engaged to investigate and provide the concept report for the site will continue working on the project to complete detailed design reports. A Consultancy Agreement for the detailed design phase was signed in December 2011. Development Application lodged with the council March 2012. An on-site public information session was held 12 April and displays left in-situ until 16 April 2012. Plans were then displayed at council offices until 26 April 2012.

Following a public engagement period in April, DIER undertook extensive liaison with adjacent landholders and made modifications to the design in order to minimise the impact on adjacent businesses. Meander Valley Council requested more information from DIER regarding the impact on adjacent landholders and local businesses. Following consultation Council now appear to be prepared to approve the DA in July 2012. The project is scheduled to go before the Parliamentary Standing Committee on Public Works for review on 31 July.

Budget ($)		
Total allocated budget for project		**7,365,000**
Expenditure in 2011/12	231,539	
Total expenditure to date		**231,539**
Current Balance		**7,133,461**
Forecast total expenditure on completion		**7,365,000**
Forecast balance remaining on completion		**0**

Comments

Monthly meetings are being held between project manager, sponsor and consultants to ensure project remains on target to meet 2012-2013 construction period. At the end of the detailed design phase cost estimates will be revised, giving a better understanding of expected project costs.

Strategic Direction 2 – Best Practice Infrastructure

Road Safety Initiatives Funded Projects
151030 /151040 Local Road Line Marking 2011/12

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 the total budget will be directed toward work involving water borne paint in rural areas.
- 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

All scheduled work in the north of the state was completed; a small portion of work in the south was not completed. The contractor attributed the uncompleted work to workload, priorities and unsuitable weather conditions towards the end of the year.

The contractor is meeting quarterly with DIER to report progress and cash flow. Despite the carry over, DIER is satisfied with the contractor's performance and understanding of DIER's requirements.

Local road line marking maintenance requires considerable flexibility on the contractor's part in catering for the nature of the work which involves a lot of small stop-start work even though packaged by area. Packaging the work in larger parcels has increased the contractor's ability to get this type of work done. This is evidenced by the amount of work completed over the last two years compared to previous years when the same contractor found it difficult to complete programs of smaller scope. The contractor has now completed around two full years of work in 18 months.

Budget ($)		
Total allocated budget for year 2012/13		**962,507***
Expenditure 2011/12	894,421	
Total expenditure to date		**894,421**
Current Balance		**68,086**
Forecast total expenditure on completion		**962,507**
Forecast balance remaining on completion		**68,086**

Strategic Direction 2 – Best Practice Infrastructure

Comments

$68,086 will be carried forward to 2012-13 financial year for the unfinished work in the south.

* $500,000 provided through road safety initiatives funding plus $151,300 carried forward from 2010/2011 financial year to be spent in 2011/12 financial year. The remaining $311,197 of funds were provided by DIER.

This is an ongoing project.

Strategic Direction 3 – Increased Safety for younger Road Users

Road Safety Levy Funded Projects

653100 Novice Driver Reforms

Description

Stage 1 – Introduction of tougher penalties, regression and 'restart' provisions; a driving reward; minimum 12-month P1 stage followed by a minimum 12-month P2 stage, regardless of age.

Stage 2 – Extension of the minimum learner period from 6 to 12 months. Introduction of a two-stage learner period: a minimum three-month L1 stage, followed by a practical driving assessment, and then a minimum nine-month L2 stage (requiring 50 supervised driving hours) followed by a second practical driving assessment.

Milestone Schedule		Milestone Progress	
Date		**Date**	
July 2008	Recruitment of additional driver testing officers	July 2008	Completed
Aug 2008	Stage 1 reforms commence	Aug 2008	Completed
Oct / Dec 2008	Consult with relevant stakeholders	Oct / Dec 2008	Completed
June 2008 / Feb 2009	Preparation of documentation for the new L2 driving assessment and the revised P1 driving assessment	July 2009	Completed
Feb 2009	External evaluation and peer assessment	July 2009	Completed
Apr 2009	prepare legislative changes (at regulation level)	Apr 2009	Completed
Apr 2009	Stage 2 reforms commence	Apr 2009	Completed
July 2009	Introduce new L2 and P1 driver assessments	July 2009	Completed
April 2011	Review of L2 and P1 assessments by external contractor	Dec 2011	Evaluation completed and report delivered December 2011
June 2011	Achieve full cost recovery (estimated date)	Dec 2011	Significant gap between expected demand and actual demand means full cost recovery will not be achieved this financial year and is unlikely for 2012/13 financial year.
		June 2012	Project complete.

Strategic Direction 3 – Increased Safety for younger Road Users

Budget		
Total allocated budget for project		**2,115,239**
Expenditure in 2007/08	426,091	
Expenditure in 2008/09	773,380	
Expenditure in 2009/10	355,626	
Expenditure in 2010/11	473,000	
Expenditure in 2011/12 (year to date)	87,142	
Total expenditure to date		**2,115,239**
Current Balance		**0**
Forecast total expenditure on completion		**2,115,239**
Forecast balance remaining on completion		**0**

Comments

Novice Driver Reforms: New L2 and P1 driver assessments were introduced in July 2009. To date, approximately 24,817 candidates have undertaken the P1 test and 15,968 have taken the L2 assessment.

ARRB Group provided the final contract report relating to the review of L2 and P1 assessments, in early December 2011. DIER has commenced development of project proposals arising from the outcomes of the report.

Learners are taking longer to book for the L2 assessment than predicted. There are around 9,270 L1 licence holders that are eligible to undertake the L2 assessment not yet having made a booking.

The Novice Driver Reforms project is complete. The Graduated Licensing System (GLS) Review Project will continue on from this project to evaluate further potential reforms.

Strategic Direction 3 – Increased Safety for younger 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 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 initiatives in 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	.
January 2013	Development of guiding papers for major topics/issues.		
February 2013	Prepare draft recommendations for future GLS.		
March 2013	Consultation.		
May 2013	Provide final policy position.		
31 July 2013	Submit recommendations to Government		

Status

The project has been comprehensively scoped and defined. The Project Business Plan identifies the following key target outputs:

- Conduct a preliminary evaluation of the components of the Novice Driver Licensing Reforms implemented in 2008/2009;
- Provide a recommendation following the review of the hazard identification exercise which forms part of the practical driving assessments;
- Undertake a policy review to provide a recommended future GLS model for novice car drivers and motorcycle riders, this review will be undertake in two stages; and
- Determine the framework required to undertake an evaluation post the implementation of the recommended future model GLS.

Strategic Direction 3 – Increased Safety for younger Road Users

Austroads work will provide insight during the Tasmanian GLS policy review, which will look to develop recommendations on 'best practice' in graduated licensing for car drivers and motorcycle riders based on the review of national and international literature. Tasmania will also draw upon world's best practice and learnings from other jurisdictions.

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 July 2013.

Budget
The Project is currently funded internally by the Department. Any additional contractor or external consultancy fees will be sought from the Road Safety Levy.

Strategic Direction 4 – Enhanced Vehicle Safety

Road Safety Levy Funded Projects

654400 Australasian New Car Assessment Program

Description

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

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

Status

This is an ongoing program.

Budget		
Total allocated budget for project per annum		**12,000**
Expenditure in 2009/10	0	
Expenditure in 2010/11	9,981	
Expenditure in 2011/12 (year to date)	10,310	
Total expenditure to date		**20,291**

Comments

Alternative funding was available for previous ANCAP contributions. From 2010/11 the Road Safety Levy will be 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	June 2012	Commenced
November 2012	Policy paper provided to RSAC		
February 2013	Cabinet Minute		
May 2013	Introduction (subject to Cabinet approval) of new fleet safety policy		

Status

Scoping and project planning for the review of the minimum safety standard of the Government Vehicle Fleet has been completed. An initial review of the safety standard of the vehicles on the current Government Fleet Contract has been conducted (including consideration of ANCAP ratings and safety features). An assessment of the impact on agencies of introducing improved safety standards, including higher minimum ANCAP ratings and the introduction of more mandatory safety features, is currently being conducted. Once this has been completed policy options will be developed and recommendations will be made to the RSAC.

Budget
Project funded by DIER

Complementary Initiatives

Road Safety Levy Funded Projects

655300 RSAC and TRSS Support

Description

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

This funding 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
Total expenditure to date	**1,267,967**

Complementary Initiatives

Road Safety Levy Funded Projects

655100 Alcohol Interlocks - Implementation

Description

Implement a Mandatory Alcohol Interlock Program 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	June 2012	In progress
Sep 2012	Final Regulations		Following tender negotiations to confirm Supplier capability
Oct 2012	Cabinet Minute & Regulations - Approval		Following tender negotiations to confirm Supplier capability
Nov 2012	Contractors appointed		
Dec 2012	Program launch		

Status

The Project is progressing well. The design of the Tasmanian Mandatory Alcohol Interlock Program has been completed. This follows extensive analysis of the Tasmanian context and the systems in place internationally and in other Australian jurisdictions. The Minister announced a target date of December 2012 for commencement of the program subject to the outcomes of a tender process to appoint alcohol interlock suppliers in third-quarter 2012. Motor registry system changes and communication timelines have been developed based on the outcomes of stakeholder consultation.

Budget		
Total allocated budget for project		**430,000**
Expenditure in 2010/11	55,949	
Expenditure in 2011/12	88,137	
Total expenditure to date		**144,086**
Current Balance		**285,914**
Forecast total expenditure on completion		**430,000**
Forecast balance remaining on completion		**0**

Complementary Initiatives

Road Safety Initiatives Funded Projects

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 is broken into the following components: Salary and on costs for one FTE Road Safety consultant; local grassroots road safety projects; general community awareness / education; partnership building; community capacity building/community consultation.

In May 2012 regional workshops were conducted in Burnie, Hobart and Launceston with key Local Government and community personnel to promote the CRSP 'vision' and renew the strategic direction. The workshops successfully engaged with the stakeholders and explored positive ways to continue creating a culture of road safety at the community level.

Budget		
Annual budget for project		**200,000**
Expenditure in 2011/12	201,087	
Total expenditure 2011/12		**201,087**
Current Balance		**0**
Forecast total expenditure on completion		**200,000**
Forecast balance remaining on completion		**-1,087**

Comments

The CRSP program is an ongoing initiative.

Funding

Road Safety Levy 2011/12

As at 30 June 2012

2011/12 Financial Year	Proposed Budget 2011/12	Actual (ytd) 2011/12
Opening Balance (at 1 July 2011)	8,042,857	8,042,857
Revenue		
Road Safety Levy collected	11,000,000	11,421,782
Funds available for distribution	9,700,000	10,121,782
Total Funds available for distribution	**17,742,857**	**18,164,639**
Expenditure		
Safer Travel Speeds	5,616,128	3,327,937
Best Practice Infrastructure	12,092,148	4,688,012
Improved Safety for Young Road Users	260,000	44,957
Enhanced Vehicle Safety	166,981	10,310
Complementary Initiatives	1,075,949	551,017
Total	**19,211,206**	**8,622,233**
Closing Balance (as at June 2012)	**9,542,406**	

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

Funding

Road Safety Initiatives 2011/12

As at 30 June 2012

2011/12 Financial Year	Budget	Actual 2011/12
Revenue		
Carry Forward from 2010/11	471,310	
Speeding Fines allocated to DIER for 2011/12	1,240,000	
Total	**1,711,310**	
Expenditure		
Community Road Safety Partnership	200,000	201,087
Point to Point Implementation	860,000	50,0000
Line Marking	651,310	651,421
Total	**1,711,310**	**902,397**

Funding

MAIB Funding

As at 30 June 2012

2011/12 Financial Year	Budget 2011/12	Actual 2011/12	Commitments	Balance
Expenditure (DIER)				
Administration & Public Relations	266,998	175,510	0	91,488
Public Education	966,278	893,290	0	72,988
Research	38,142	90,798	0	(52,656)
	1,271,418	**1,159,598**	**0**	**111,820**
Expenditure (Police)				
Salaries	1,839,248	1,819,161	0	20,087
Operating Expenses	194,189	160,956	0	33,233
Equipment	294,554	251,275	0	43,279
	2,327,991	**2,231,392**	**0**	**96,599**
Total	**3,599,409**	**3,390,990**	**0**	**208,419**

Please note: Budget includes carry forwards of $592,170 to DIER and $135,402 to Police.

Statistics

The table below provides an overview of the serious casualties from 2005 to 2011 by calendar year and for the first six months of 2012.

Tasmania *Together* Baseline

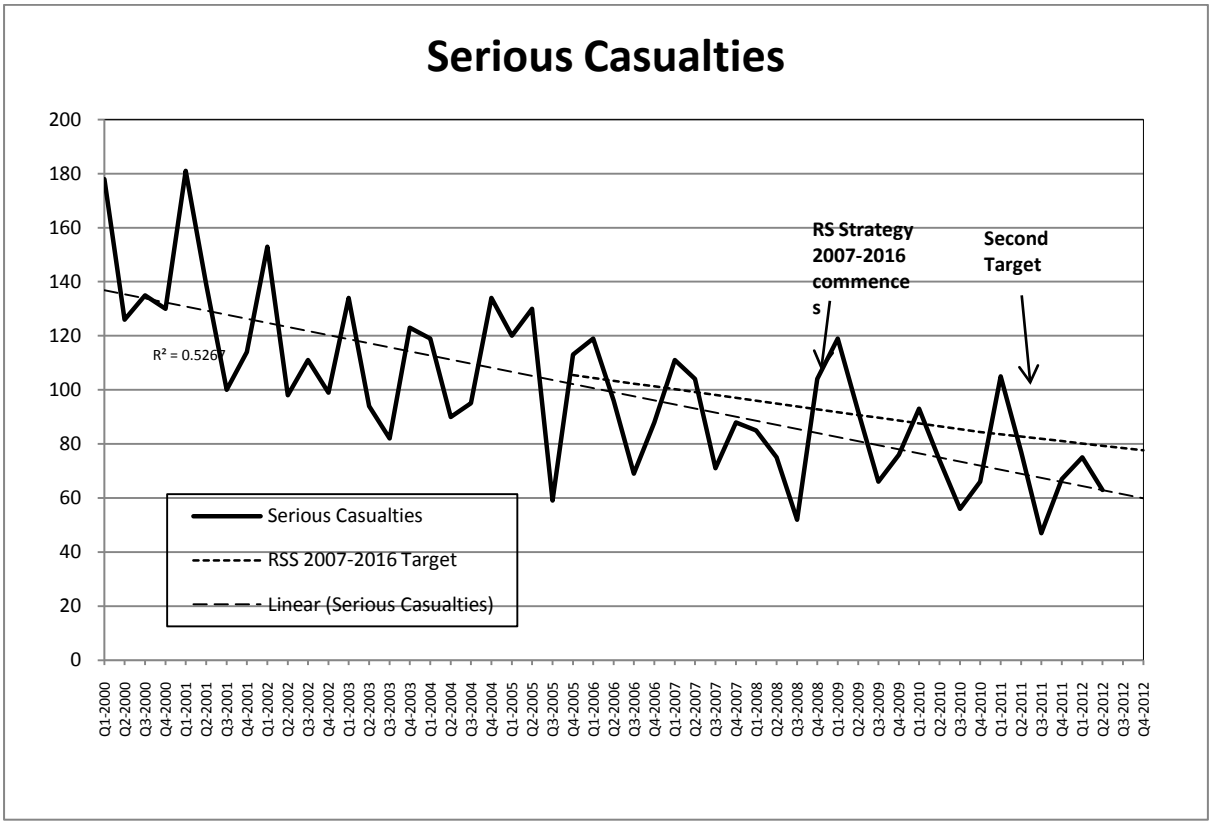
		2005	2006	2007	2008	2009	2010	2011	2012
	TOTAL	**422**	**372**	**374**	**316**	**353**	**287**	**293**	**138**
By Police District	North	124	94	87	28	98	70	83	37
	West	102	99	94	86	87	80	75	32
	South	78	71	65	67	56	51	56	27
	East	118	108	128	105	112	86	79	42
By Speed Zone	60 or less	136	124	110	120	132	96	102	46
	70-90	67	59	59	449	48	49	48	26
	100-110	219	189	205	147	173	142	143	66
	Not stated	0	0	0	0	0	0	0	0
By Road User Type	Driver	190	148	169	139	138	122	130	65
	Passenger	85	96	94	68	83	42	51	20
	Pedestrian	44	31	27	26	32	32	34	19
	Motorcyclist	78	80	66	68	76	76	66	31
	ATV Rider	6	4	11	7	11	4	4	1
	Bicyclist	17	12	7	8	13	10	8	2
	Other	2	1	0	0	0	1	0	0
By Age Group	Under 17	50	35	41	21	32	25	24	9
	17-29	136	144	131	116	130	95	97	47
	30-49	141	112	113	94	87	99	78	34
	50-64	46	43	51	43	58	38	50	26
	Over64	45	37	35	38	46	29	44	22
	Not known	3	1	3	4	0	1	0	0
By Crash Type	**Multi-Vehicle**								
	From adjacent directions	30	21	24	22	19	17	10	5
	From opposing direction	64	94	74	58	57	56	67	27
	From same direction	18	18	9	18	12	14	18	8
	Overtaking	27	11	23	4	20	10	10	4
	Manoeuvring	20	18	29	28	31	18	15	6
	Pedestrian & Other								
	Pedestrian	43	32	26	26	32	33	37	3
	Passenger & Misc	13	5	3	2	3	2	4	18
	Single Vehicle								
	Off path on curve	118	98	107	79	107	81	83	38
	Off path on straight	80	64	70	71	65	47	47	27
	On path	9	11	9	8	7	11	10	2

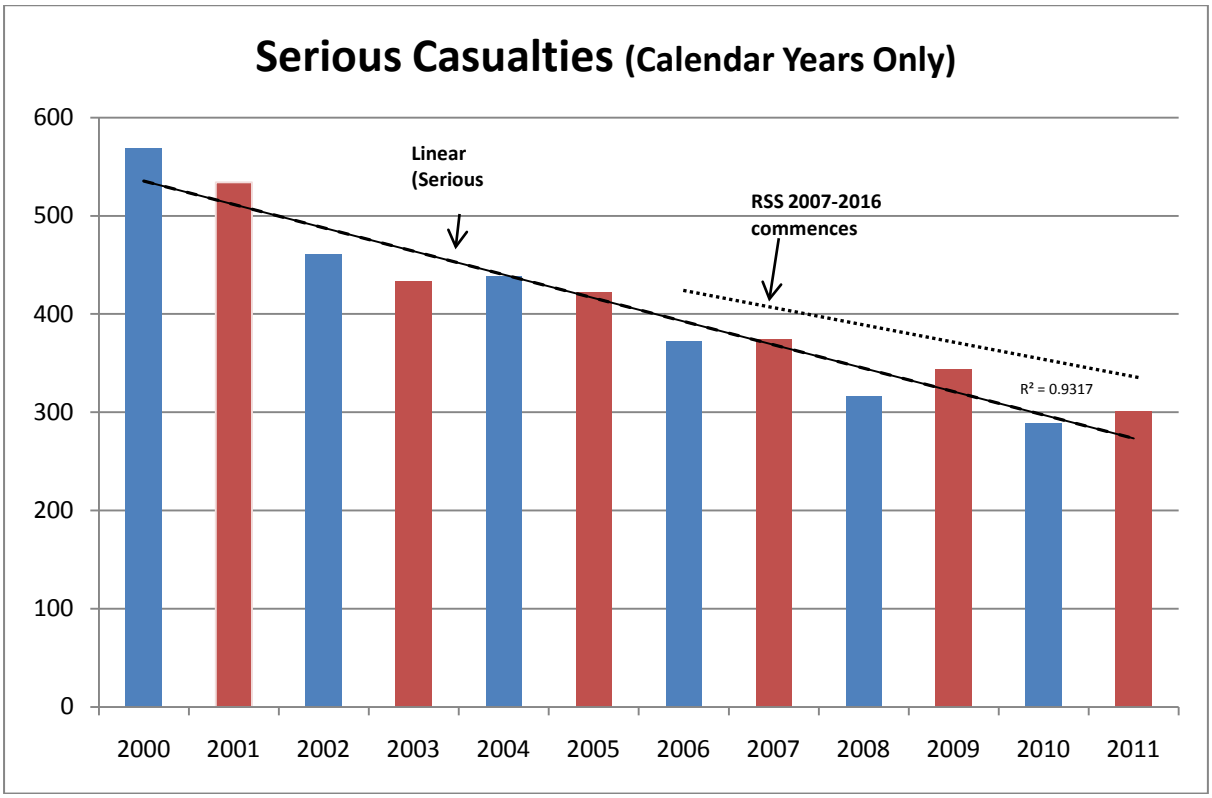
Statistics

		2005	2006	2007	2008	2009	2010	2011	2012
	TOTAL	**422**	**372**	**374**	**316**	**353**	**287**	**293**	**138**
Crash Factor (as per police report at scene of crash)	Alcohol	78	77	86	93	91	70	61	20
	Animal on road	4	4	8	8	4	15	5	2
	Asleep-fatigue	25	30	43	15	25	10	18	5
	Distraction – external to vehicle	19	17	32	30	40	42	37	14
	Distraction – in vehicle	14	19	12	13	12	15	9	3
	Drugs	32	38	62	48	53	31	24	6
	Exceeding speed limit	49	65	45	59	57	31	29	12
	Excessive speed for the conditions/circumstances	111	111	73	74	85	66	86	39
There may be more than one crash factor associated with a crash.	Fail to give way	19	29	25	36	31	27	36	24
	Fail to obey traffic signals	3	6	5	7	2	6	5	0
	Fail to observe road signs & markings	31	12	17	21	25	18	12	15
	Improper overtaking	17	8	21	7	27	14	13	6
	Inattentiveness	186	145	147	160	158	74	10	6
	Inexperience	78	98	107	93	126	101	73	31
	Other obstruction on road	6	8	12	6	12	15	12	4
	Pedestrian on road	35	22	22	19	28	29	35	19
	Reversing without care	6	4	4	5	3	5	7	3
	Road defect	22	29	18	23	20	20	9	7
	Turning without care	7	15	12	19	22	18	20	12
	Unwell-infirm	26	37	32	40	44	36	34	24
	Using a mobile phone	2	2	3	1	1	2	2	1
	Vehicle defect	23	18	28	18	49	15	21	7

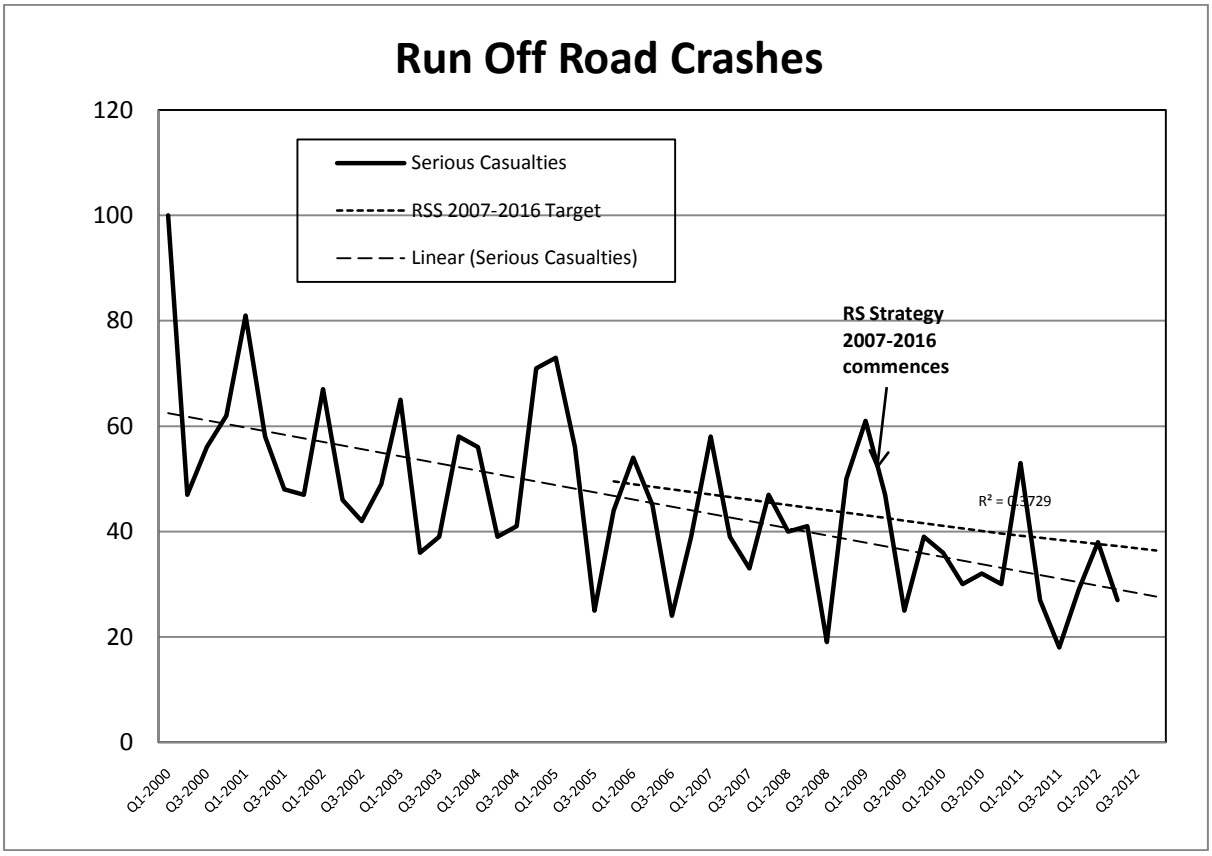
Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.

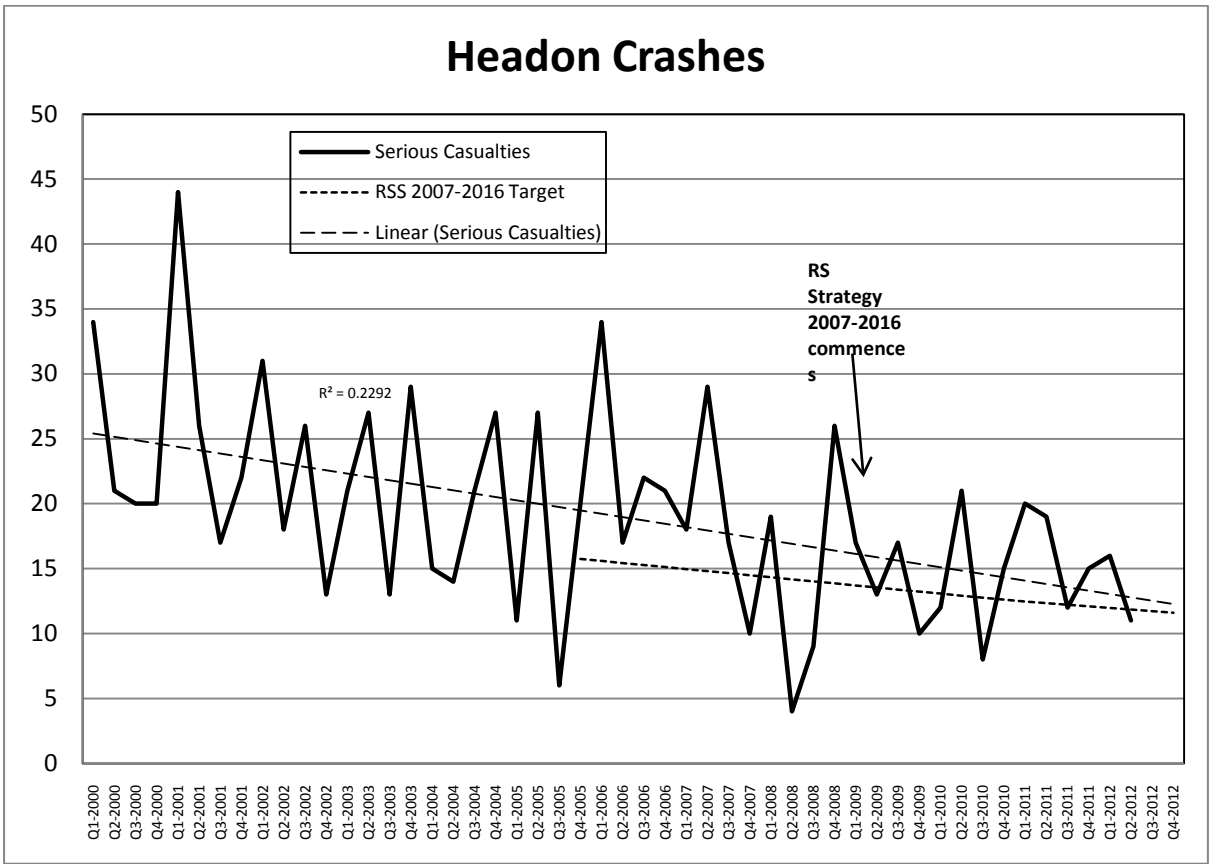
Statistics


Serious Casualties
200
180
160
140
120
100
80
60
40
20
0
RS Strategy 2007-2016 commences
Second Target
R² = 0.5267
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
Q1-2000
Q2-2000
Q3-2000
Q4-2000
Q1-2001
Q2-2001
Q3-2001
Q4-2001
Q1-2002
Q2-2002
Q3-2002
Q4-2002
Q1-2003
Q2-2003
Q3-2003
Q4-2003
Q1-2004
Q2-2004
Q3-2004
Q4-2004
Q1-2005
Q2-2005
Q3-2005
Q4-2005
Q1-2006
Q2-2006
Q3-2006
Q4-2006
Q1-2007
Q2-2007
Q3-2007
Q4-2007
Q1-2008
Q2-2008
Q3-2008
Q4-2008
Q1-2009
Q2-2009
Q3-2009
Q4-2009
Q1-2010
Q2-2010
Q3-2010
Q4-2010
Q1-2011
Q2-2011
Q3-2011
Q4-2011
Q1-2012
Q2-2012
Q3-2012
Q4-2012


Serious Casualties (Calendar Years Only)
600
500
400
300
200
100
0
Linear (Serious
RSS 2007-2016 commences
R² = 0.9317
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011

Statistics


Run Off Road Crashes
120
100
80
60
40
20
0
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.3729
Q1-2000
Q3-2000
Q1-2001
Q3-2001
Q1-2002
Q3-2002
Q1-2003
Q3-2003
Q1-2004
Q3-2004
Q1-2005
Q3-2005
Q1-2006
Q3-2006
Q1-2007
Q3-2007
Q1-2008
Q3-2008
Q1-2009
Q3-2009
Q1-2010
Q3-2010
Q1-2011
Q3-2011
Q1-2012
Q3-2012


Headon Crashes
50
45
40
35
30
25
20
15
10
5
0
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.2292
Q1-2000
Q2-2000
Q3-2000
Q4-2000
Q1-2001
Q2-2001
Q3-2001
Q4-2001
Q1-2002
Q2-2002
Q3-2002
Q4-2002
Q1-2003
Q2-2003
Q3-2003
Q4-2003
Q1-2004
Q2-2004
Q3-2004
Q4-2004
Q1-2005
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Q4-2006
Q1-2007
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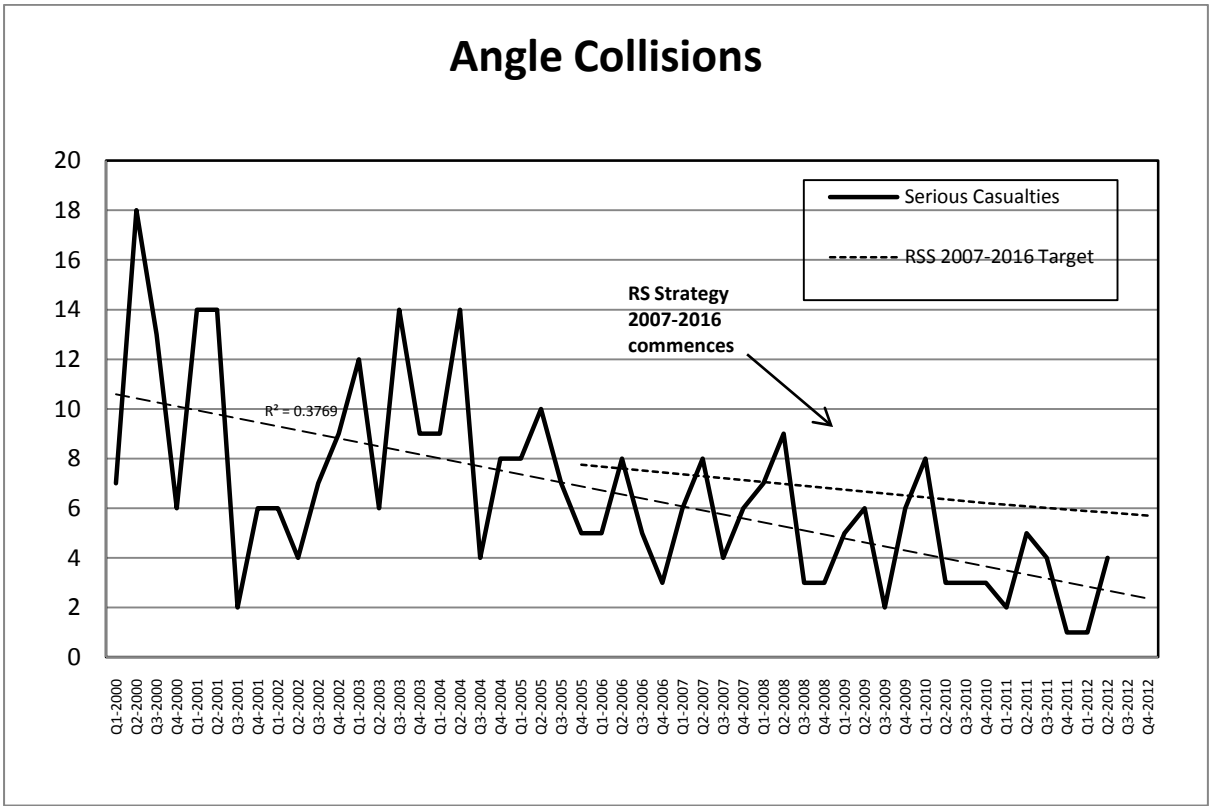
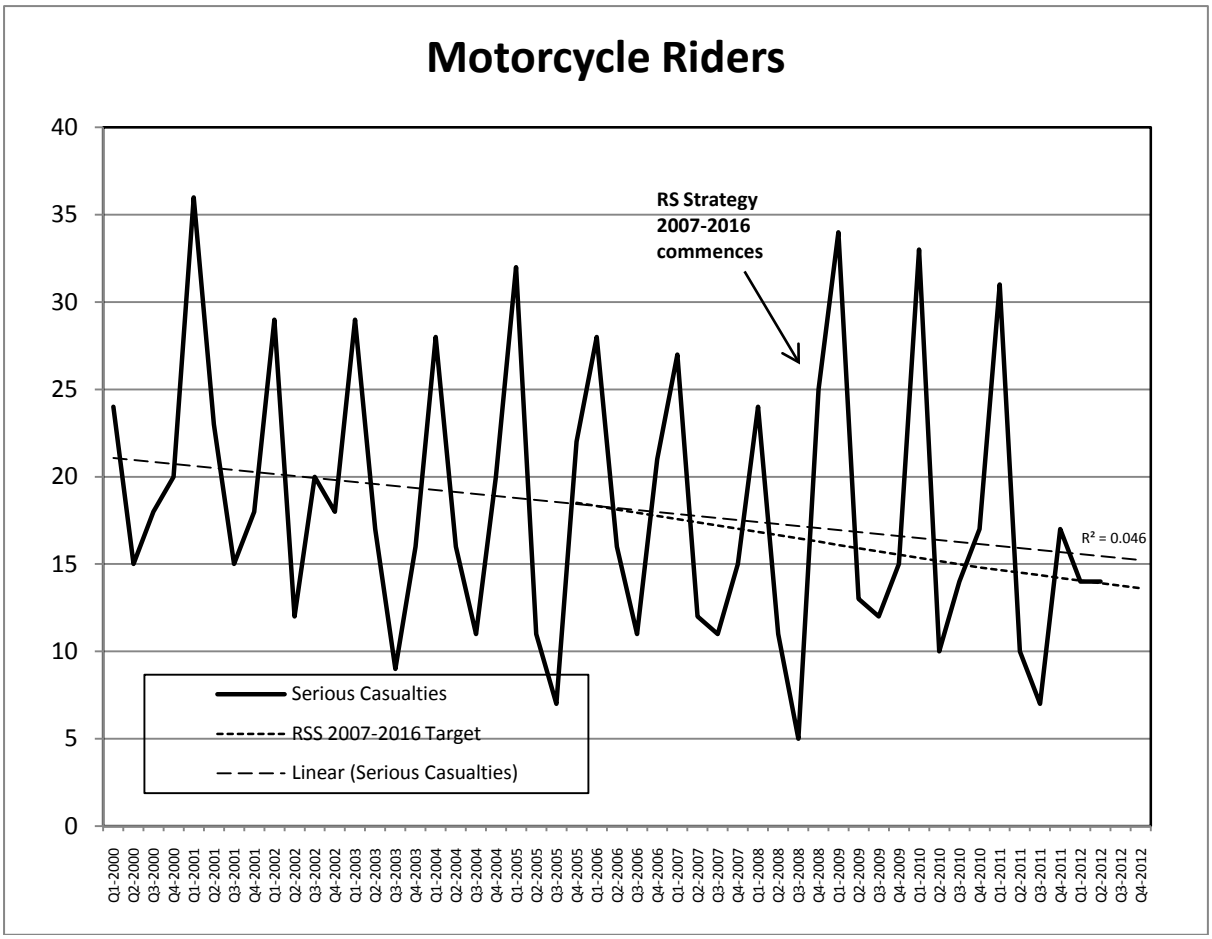
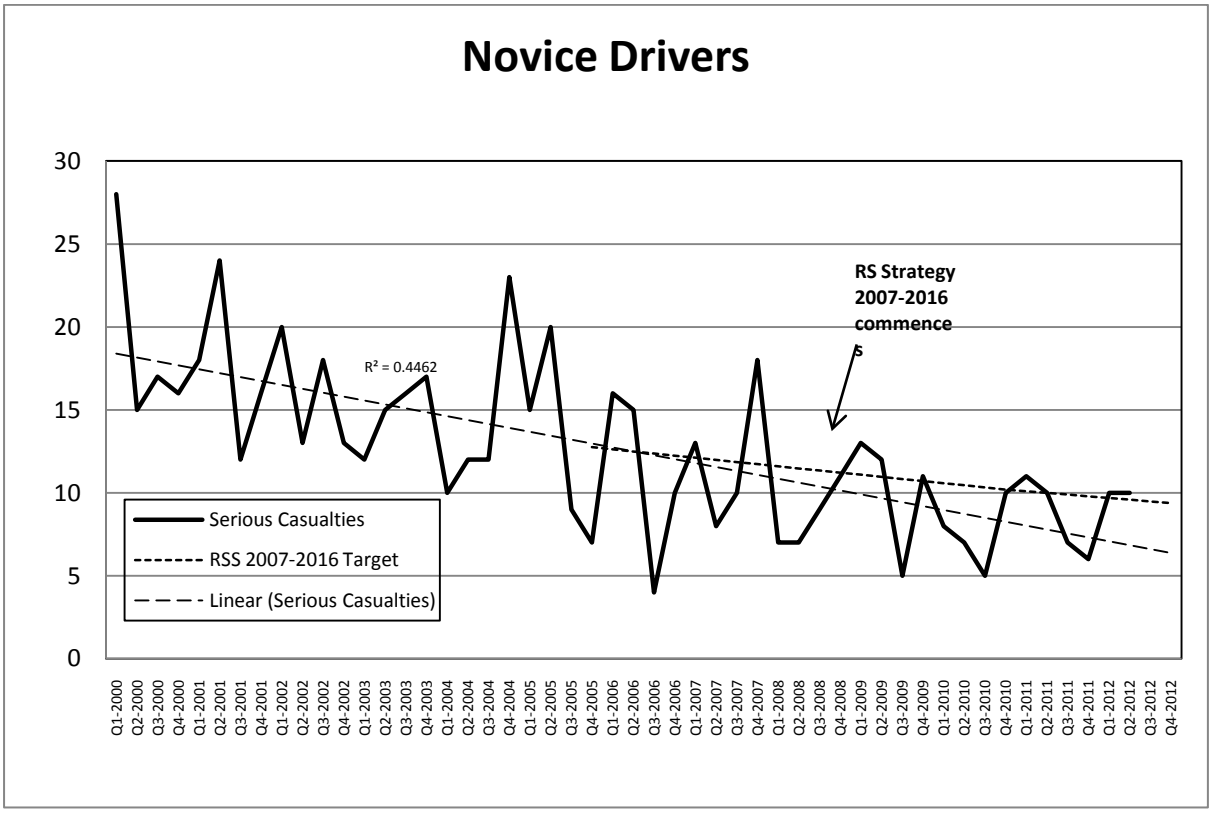
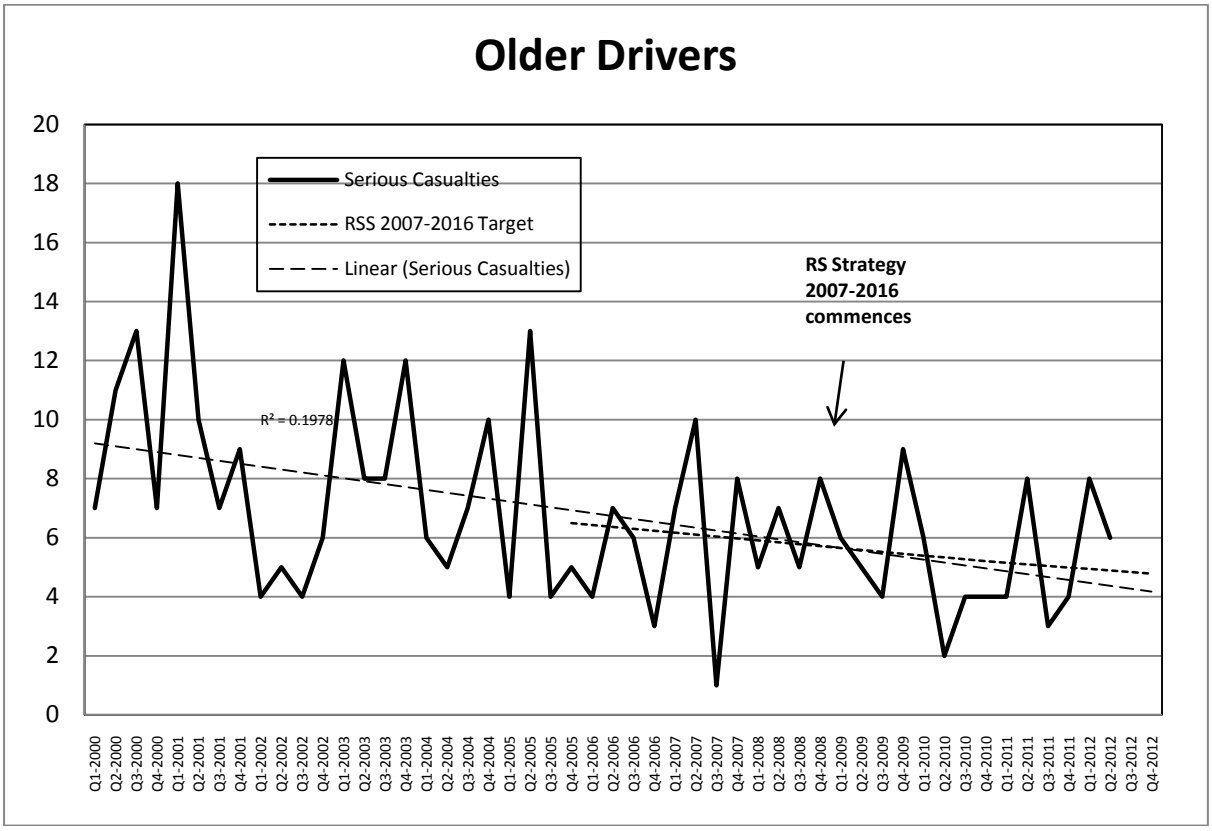
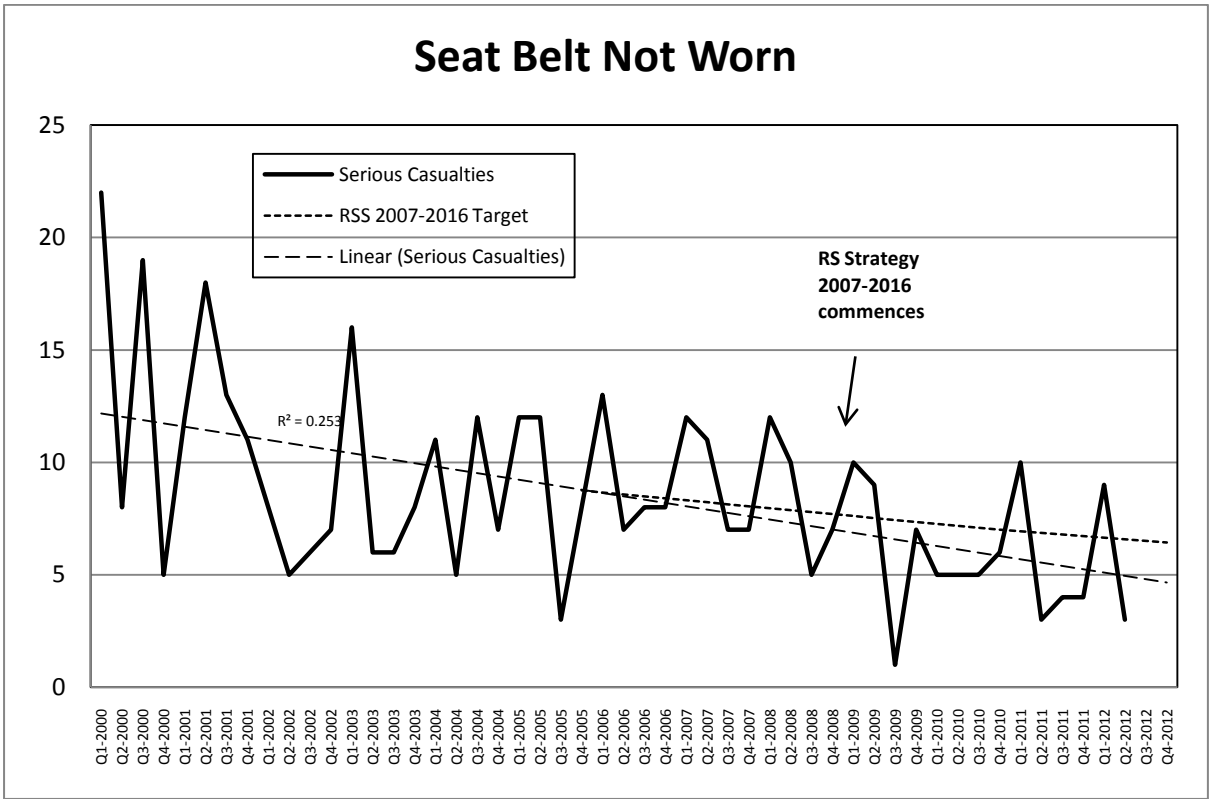
Q3-2007
Q4-2007
Q1-2008
Q2-2008
Q3-2008
Q4-2008
Q1-2009
Q2-2009
Q3-2009
Q4-2009
Q1-2010
Q2-2010
Q3-2010
Q4-2010
Q1-2011
Q2-2011
Q3-2011
Q4-2011
Q1-2012
Q2-2012
Q3-2012
Q4-2012

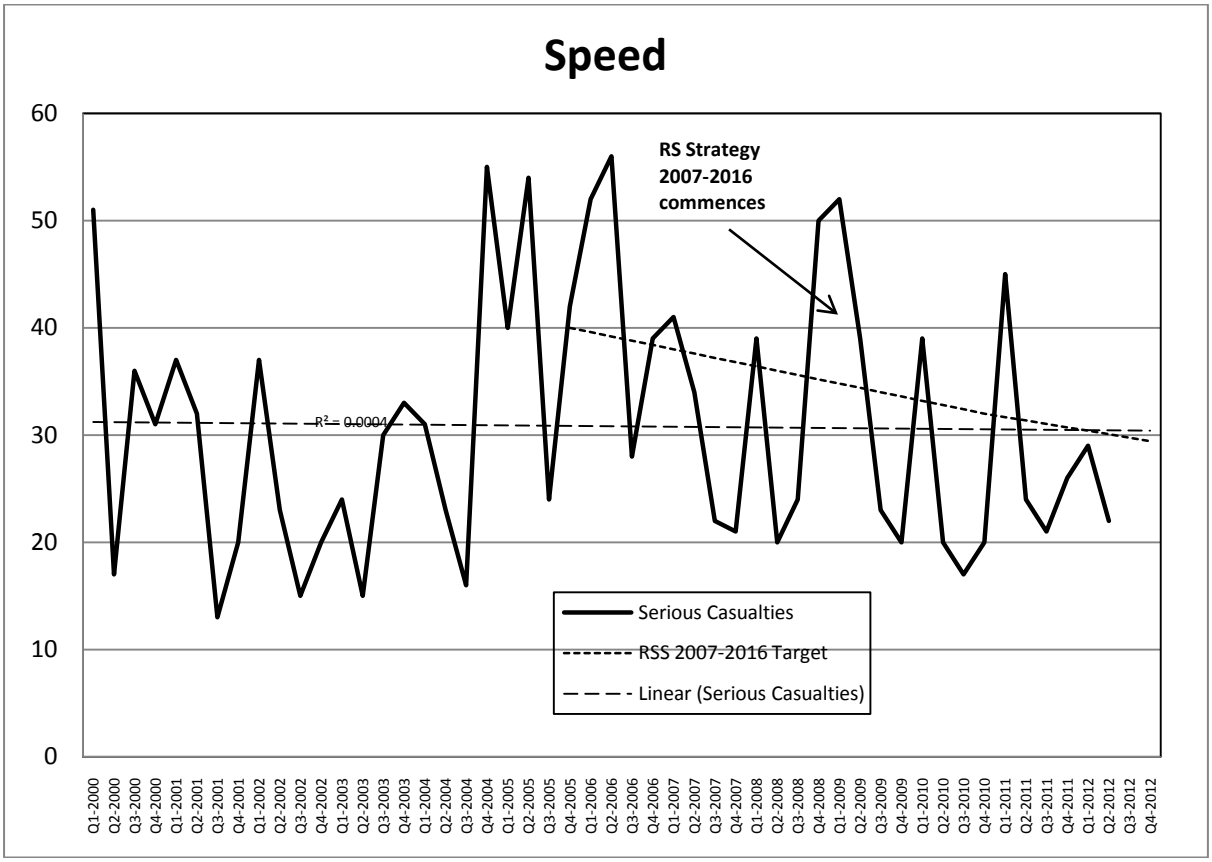

Angle Collisions
Serious Casualties
RSS 2007-2016 Target
RS Strategy 2007-2016 commences
R² = 0.3769
0
2
4
6
8
10
12
14
16
18
20
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 Q3-2005 Q4-2005 Q1-2006 Q2-2006 Q3-2006 Q4-2006 Q1-2007 Q2-2007 Q3-2007 Q4-2007 Q1-2008 Q2-2008 Q3-2008 Q4-2008 Q1-2009 Q2-2009 Q3-2009 Q4-2009 Q1-2010 Q2-2010 Q3-2010 Q4-2010 Q1-2011 Q2-2011 Q3-2011 Q4-2011 Q1-2012 Q2-2012 Q3-2012 Q4-2012

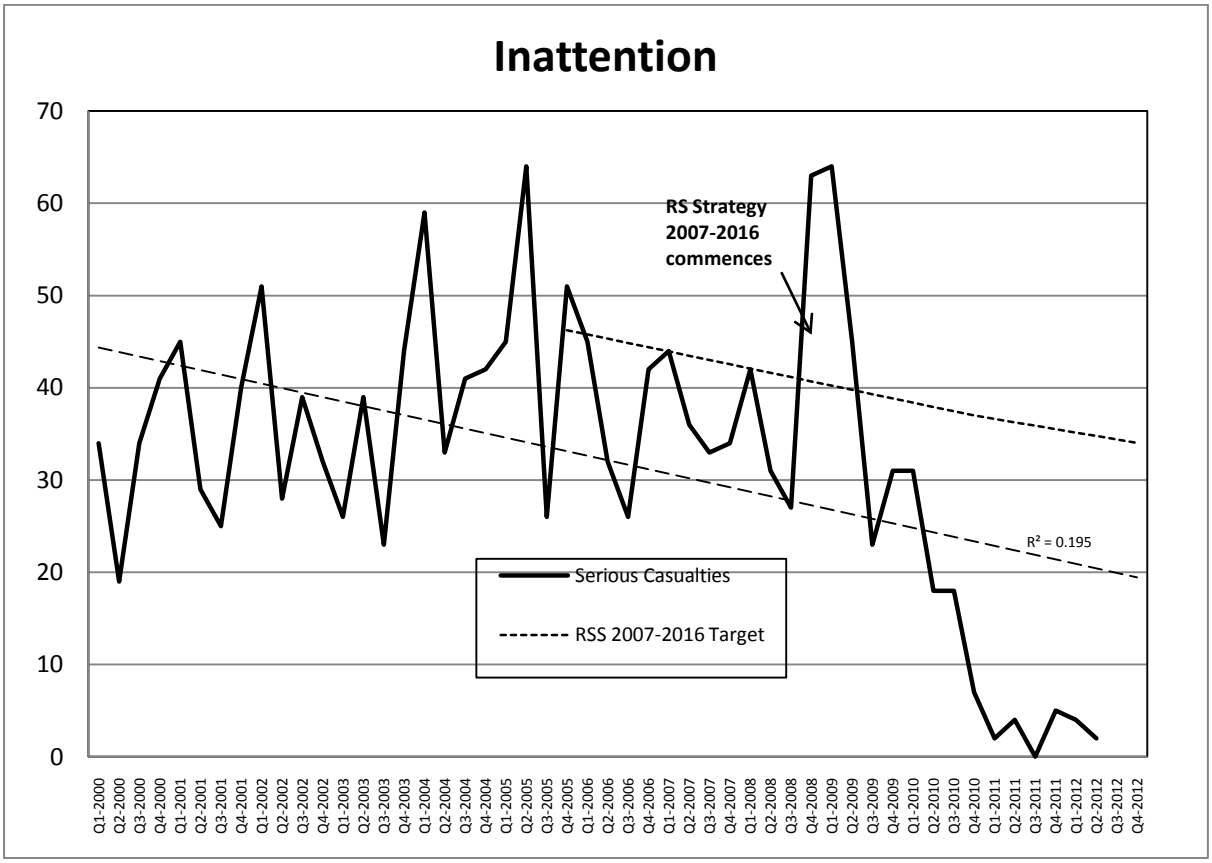

Motorcycle Riders
RS Strategy 2007-2016 commences
R² = 0.046
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
0
5
10
15
20
25
30
35
40
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 Q3-2005 Q4-2005 Q1-2006 Q2-2006 Q3-2006 Q4-2006 Q1-2007 Q2-2007 Q3-2007 Q4-2007 Q1-2008 Q2-2008 Q3-2008 Q4-2008 Q1-2009 Q2-2009 Q3-2009 Q4-2009 Q1-2010 Q2-2010 Q3-2010 Q4-2010 Q1-2011 Q2-2011 Q3-2011 Q4-2011 Q1-2012 Q2-2012 Q3-2012 Q4-2012


Novice Drivers
30
25
20
15
10
5
0
R² = 0.4462
RS Strategy 2007-2016 commence s
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 Q3-2005 Q4-2005 Q1-2006 Q2-2006 Q3-2006 Q4-2006 Q1-2007 Q2-2007 Q3-2007 Q4-2007 Q1-2008 Q2-2008 Q3-2008 Q4-2008 Q1-2009 Q2-2009 Q3-2009 Q4-2009 Q1-2010 Q2-2010 Q3-2010 Q4-2010 Q1-2011 Q2-2011 Q3-2011 Q4-2011 Q1-2012 Q2-2012 Q3-2012 Q4-2012

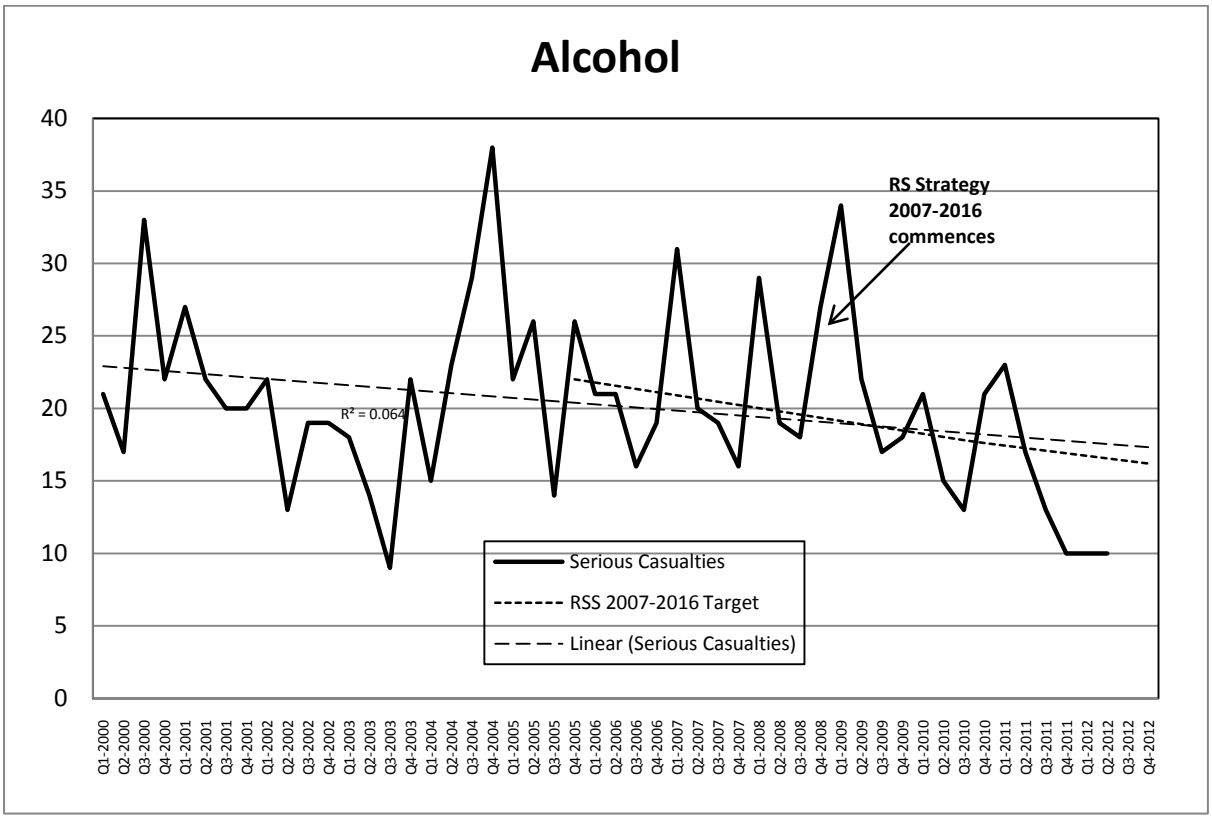

Older Drivers
20
18
16
14
12
10
8
6
4
2
0
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
R² = 0.1978
RS Strategy 2007-2016 commences
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 Q3-2005 Q4-2005 Q1-2006 Q2-2006 Q3-2006 Q4-2006 Q1-2007 Q2-2007 Q3-2007 Q4-2007 Q1-2008 Q2-2008 Q3-2008 Q4-2008 Q1-2009 Q2-2009 Q3-2009 Q4-2009 Q1-2010 Q2-2010 Q3-2010 Q4-2010 Q1-2011 Q2-2011 Q3-2011 Q4-2011 Q1-2012 Q2-2012 Q3-2012 Q4-2012


Seat Belt Not Worn
25
20
15
10
5
0
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.253
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 Q3-2005 Q4-2005 Q1-2006 Q2-2006 Q3-2006 Q4-2006 Q1-2007 Q2-2007 Q3-2007 Q4-2007 Q1-2008 Q2-2008 Q3-2008 Q4-2008 Q1-2009 Q2-2009 Q3-2009 Q4-2009 Q1-2010 Q2-2010 Q3-2010 Q4-2010 Q1-2011 Q2-2011 Q3-2011 Q4-2011 Q1-2012 Q2-2012 Q3-2012 Q4-2012

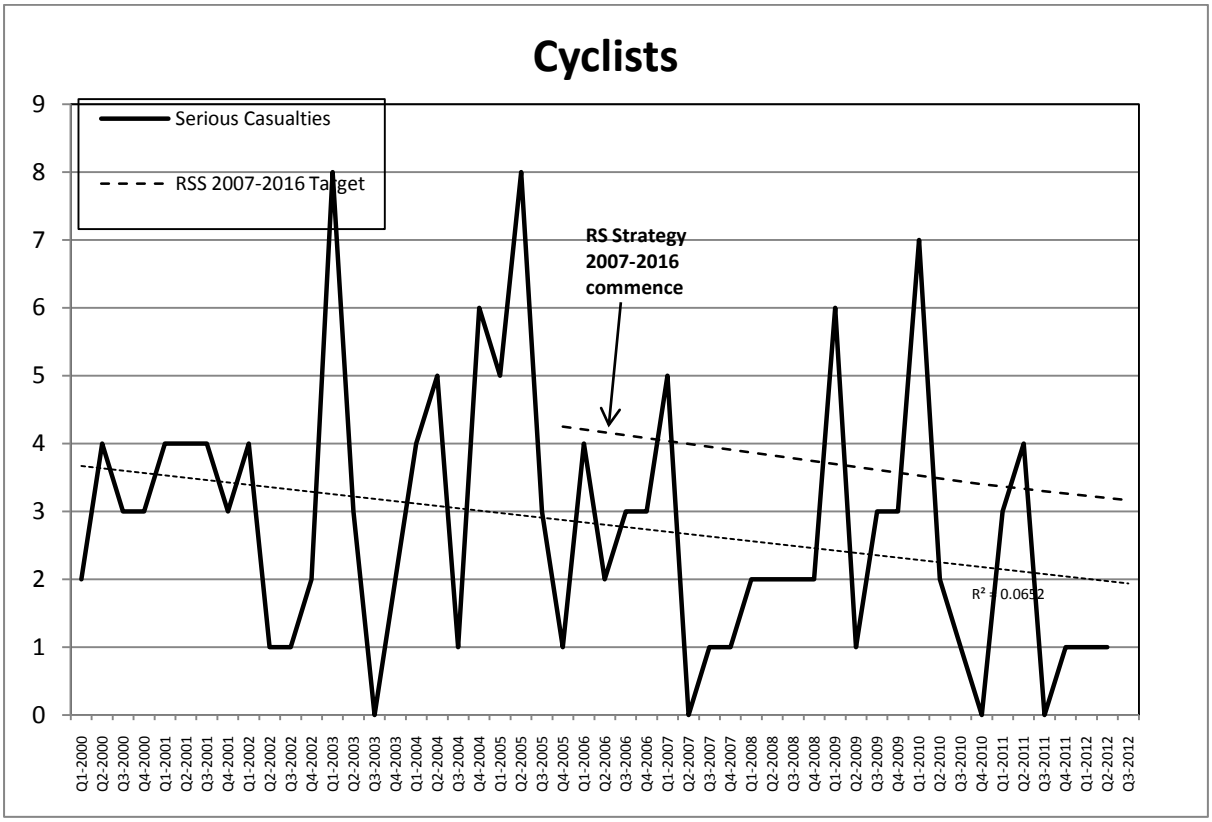

Speed
60
50
40
30
20
10
0
RS Strategy 2007-2016 commences
R² = 0.0004
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 Q3-2005 Q4-2005 Q1-2006 Q2-2006 Q3-2006 Q4-2006 Q1-2007 Q2-2007 Q3-2007 Q4-2007 Q1-2008 Q2-2008 Q3-2008 Q4-2008 Q1-2009 Q2-2009 Q3-2009 Q4-2009 Q1-2010 Q2-2010 Q3-2010 Q4-2010 Q1-2011 Q2-2011 Q3-2011 Q4-2011 Q1-2012 Q2-2012 Q3-2012 Q4-2012

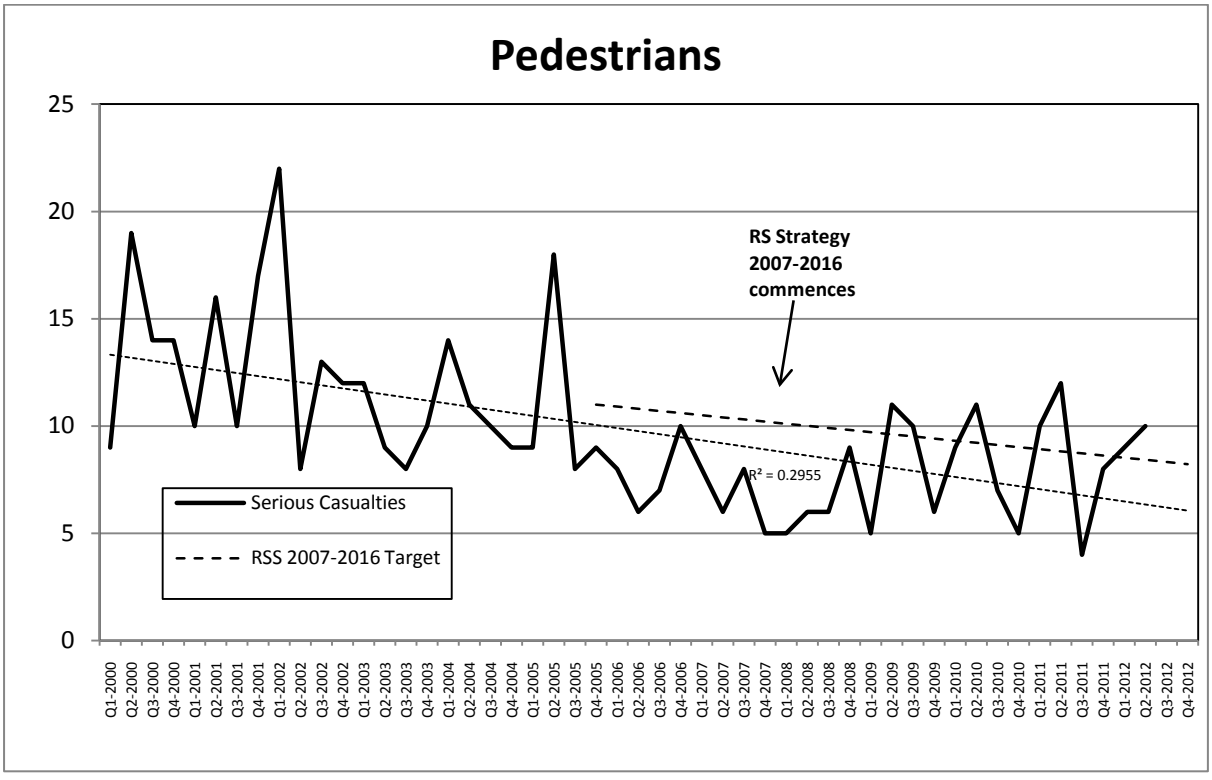


Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



Statistics


Cyclists
Serious Casualties
RSS 2007-2016 Target
RS Strategy 2007-2016 commence
R² = 0.0652
0
1
2
3
4
5
6
7
8
9
Q1-2000
Q2-2000
Q3-2000
Q4-2000
Q1-2001
Q2-2001
Q3-2001
Q4-2001
Q1-2002
Q2-2002
Q3-2002
Q4-2002
Q1-2003
Q2-2003
Q3-2003
Q4-2003
Q1-2004
Q2-2004
Q3-2004
Q4-2004
Q1-2005
Q2-2005
Q3-2005
Q4-2005
Q1-2006
Q2-2006
Q3-2006
Q4-2006
Q1-2007
Q2-2007
Q3-2007
Q4-2007
Q1-2008
Q2-2008
Q3-2008
Q4-2008
Q1-2009
Q2-2009
Q3-2009
Q4-2009
Q1-2010
Q2-2010
Q3-2010
Q4-2010
Q1-2011
Q2-2011
Q3-2011
Q4-2011
Q1-2012
Q2-2012
Q3-2012


Pedestrians
RS Strategy 2007-2016 commences
R² = 0.2955
Serious Casualties
RSS 2007-2016 Target
0
5
10
15
20
25
Q1-2000
Q2-2000
Q3-2000
Q4-2000
Q1-2001
Q2-2001
Q3-2001
Q4-2001
Q1-2002
Q2-2002
Q3-2002
Q4-2002
Q1-2003
Q2-2003
Q3-2003
Q4-2003
Q1-2004
Q2-2004
Q3-2004
Q4-2004
Q1-2005
Q2-2005
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Q3-2006
Q4-2006
Q1-2007
Q2-2007
Q3-2007
Q4-2007
Q1-2008
Q2-2008
Q3-2008
Q4-2008
Q1-2009
Q2-2009
Q3-2009
Q4-2009
Q1-2010
Q2-2010
Q3-2010
Q4-2010
Q1-2011
Q2-2011
Q3-2011
Q4-2011
Q1-2012
Q2-2012
Q3-2012
Q4-2012