Our Safety
Our Future

Tasmanian Road Safety Strategy 2007-2016

Progress Report

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

as at
30 September 2012

Department *of*
Infrastructure, Energy *and* Resources

Tasmania
Explore the possibilities

Table of Contents

Table of Contents

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 30 September 2012, the number of serious casualties is 192, compared to 228 for the same period in 2011, a 15.8% decrease. While this decrease is pleasing, it is too early to determine if it will be sustained.
- For the 2011 calendar year, there were 24* fatalities on Tasmanian roads compared to 31 fatalities for 2010, a 22.6% decrease.
- 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.
- The table below outlines road crash deaths for individual states and territories for the period 2002 to 2011.

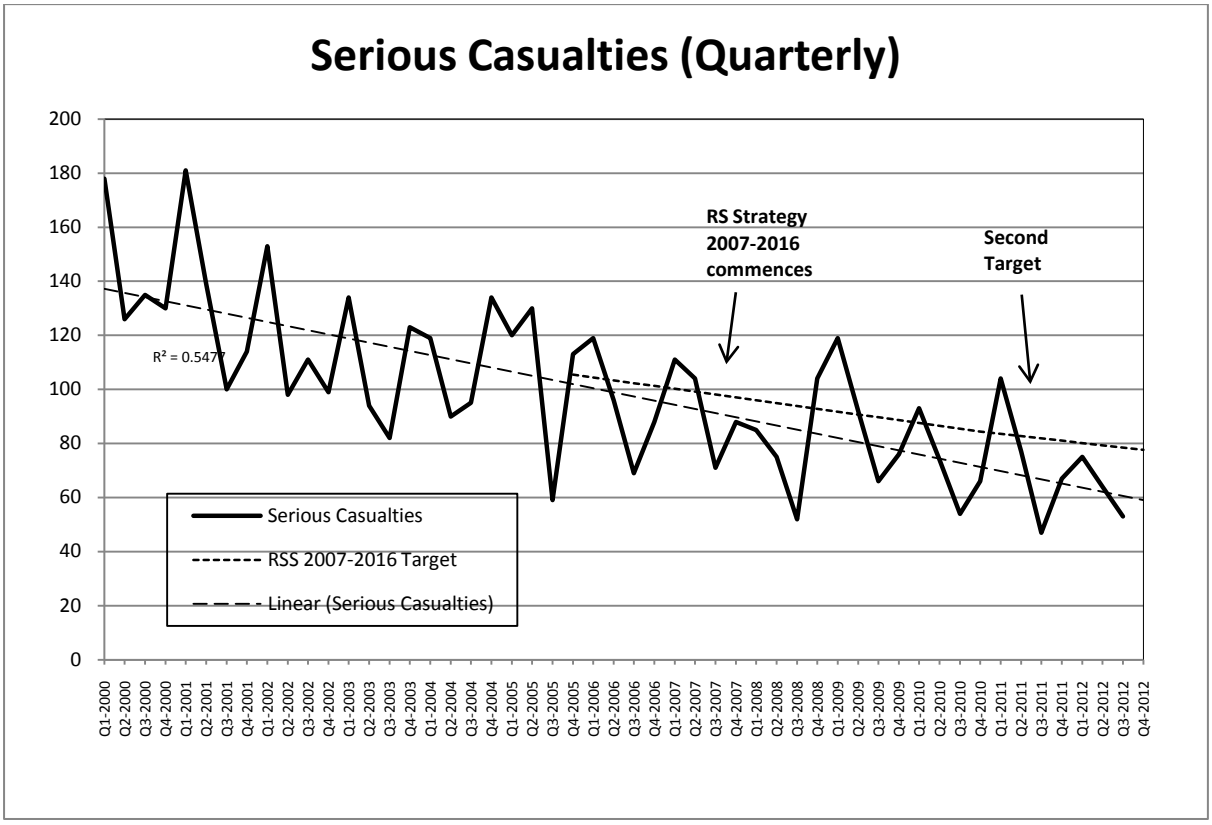
	N.S.W	Vic	Qld	S.A	W.A.	Tas	N.T.	A.C.T.	Aust
Jan-Dec 02	**561**	**397**	**322**	**154**	**179**	**37**	**55**	**10**	**1715**
Jan-Dec 03	**539**	**330**	**310**	**157**	**180**	**41**	**53**	**11**	**1621**
Jan-Dec 04	**510**	**343**	**311**	**139**	**178**	**58**	**35**	**9**	**1583**
Jan-Dec 05	**508**	**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**

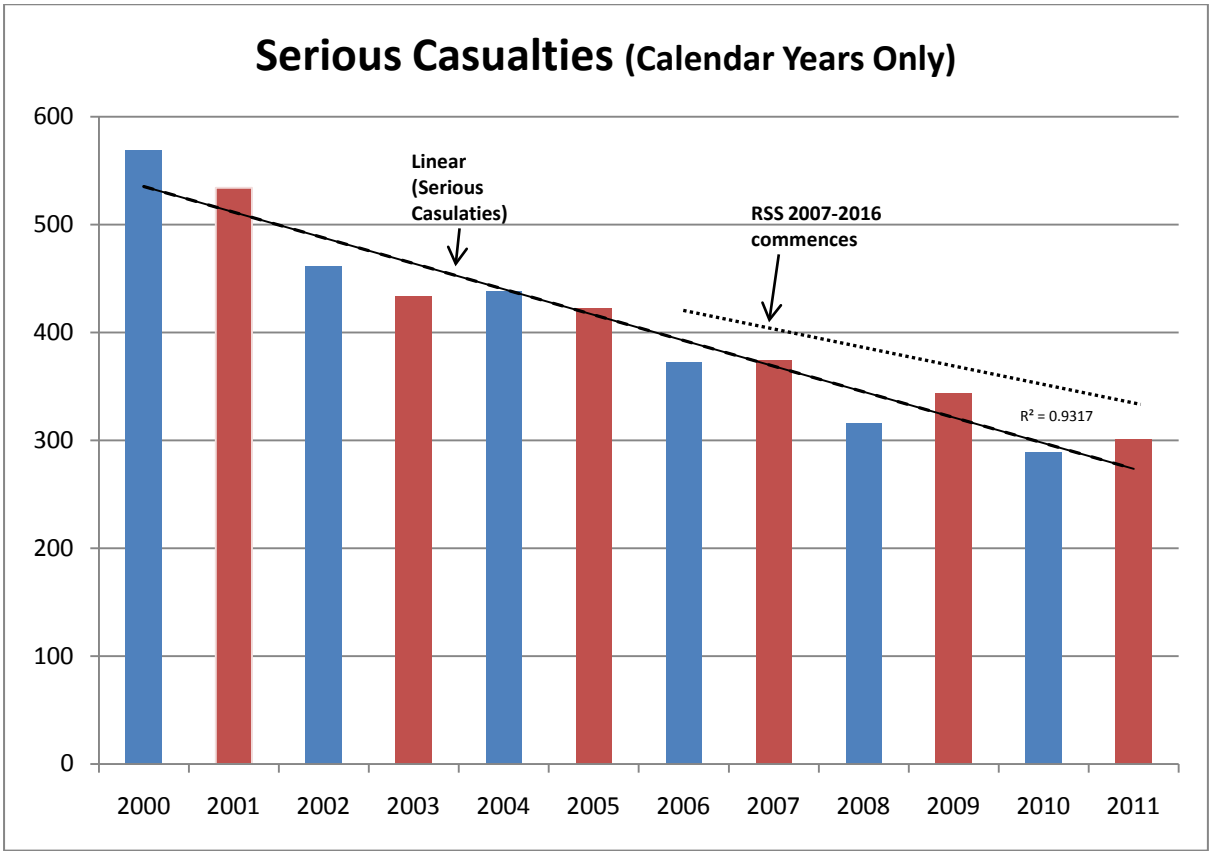
**NB. The final road toll for 2011 has been revised from 26 fatalities to 24 fatalities, due to a determination by the Coroner that one fatality was due to natural causes and another was a suicide.*

- 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:

Executive Summary

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.

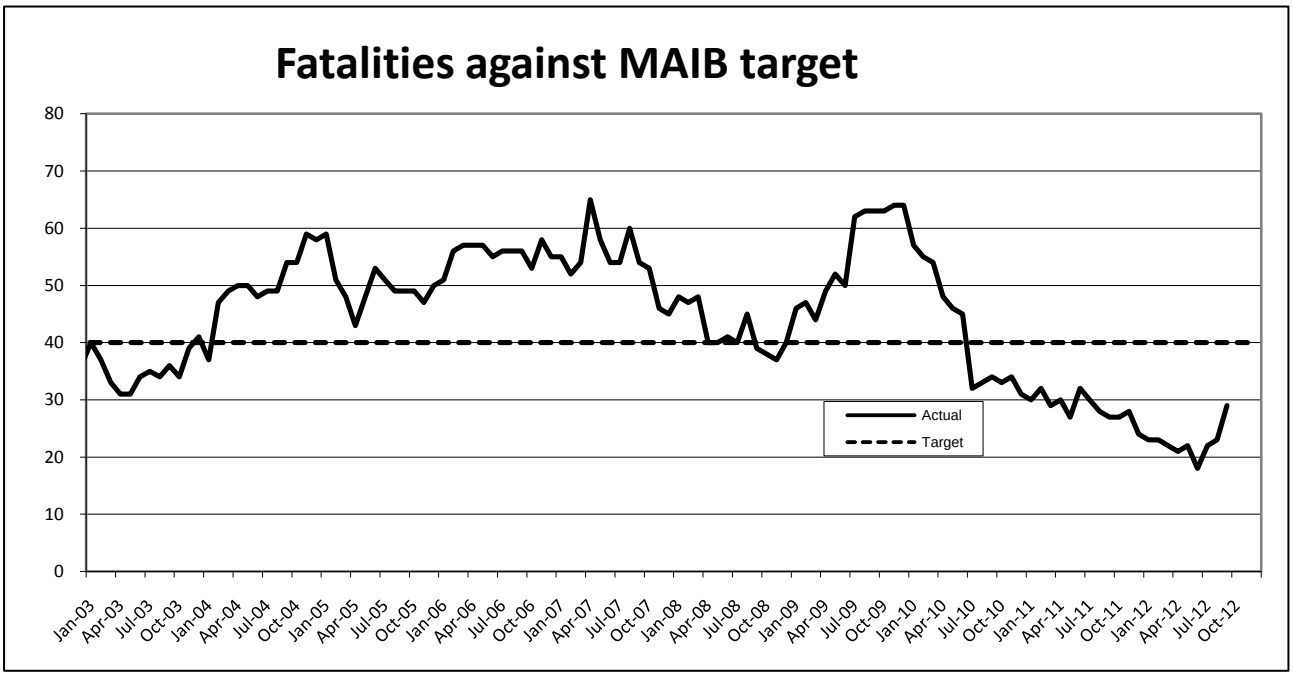


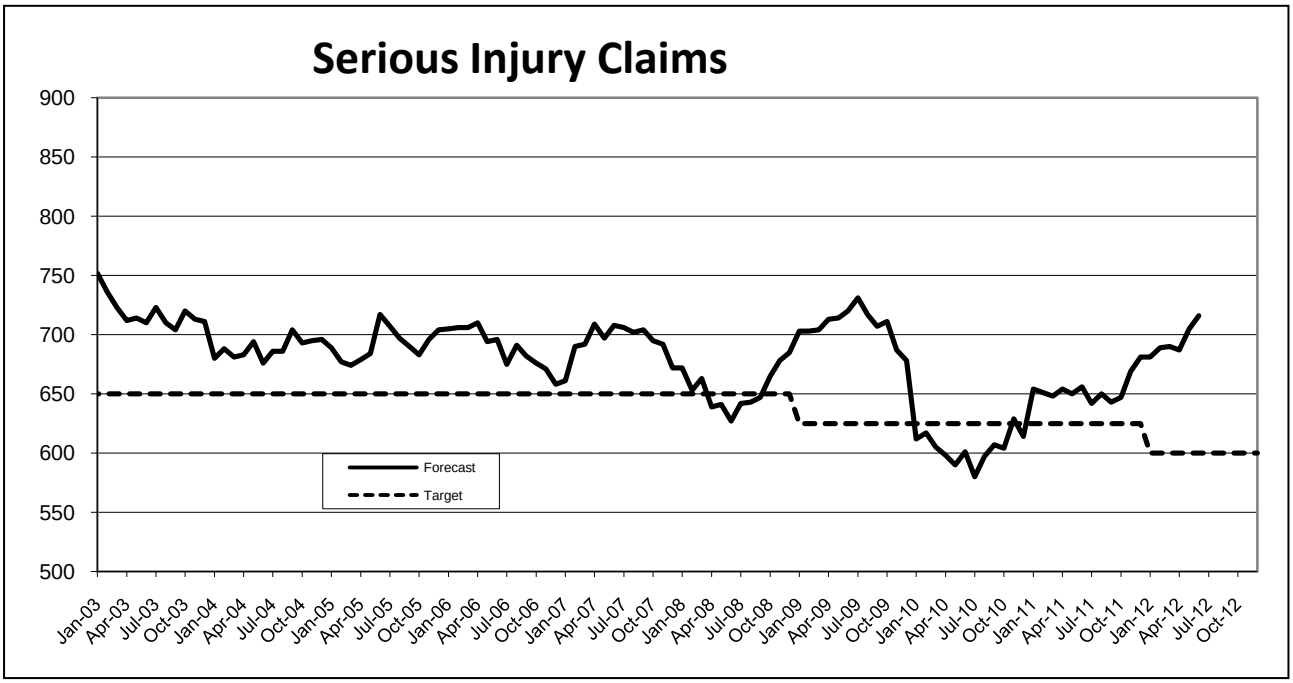


Executive Summary

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 September 2012 are below the target levels while forecast serious injury claims at the end of June 2012 are above the target level.





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 192 serious casualties for the first nine months of 2012 include:

- A high proportion of vehicle occupants, accounting for more than half of all serious casualties
- A high incidence of pedestrian serious casualties
- The predominance of serious casualties in high speed zones
- The high proportion of single vehicle run off road crashes
- An increase in 50 to 64 years and over 64 years road users
- 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

- The *Safer Roads: Non Urban Road Network Strategy* was launched by the Minister for Infrastructure, Hon David O'Byrne MP, on 4 September 2012. DIER is in the process of working with Local Governments and their communities to identify and assess any local roads which would potentially meet the standard necessary to retain a 100km/h speed limit. As part of this process DIER has conducted information sessions with local government technical staff to discuss the road assessment process. Further briefings for elected members of local government are being offered.

- The roll-out to schools on the original implementation schedule for electronic speed limit signs in school zones has been completed, except for one new school to be opened 2013; one new zone awaiting council works; and King and Flinders Islands.

Best Practice Infrastructure

- All necessary approvals and permits have been received for the 2 Plus 1 projects on the Bass and Midland Highways; and the tender for the Bass Highway project was advertised in late September.

Projects previously completed and removed from Progress Report

- 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 and has been removed from the report.

- Flexible safety barrier, shoulder sealing and right-hand turn facilities at West Tamar Highway, south of Beaconsfield project.

- Flexible safety barrier, shoulder sealing and right-hand turn facilities at Mersey Main Road at Tarleton project.

- Brooker Highway, Granton, installation of painted median with flexible safety barrier along centre of the road project.

- East Tamar Highway, north of Dilston, flexible wire rope safety barrier along existing painted median project.

- 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.

Marketing key achievements

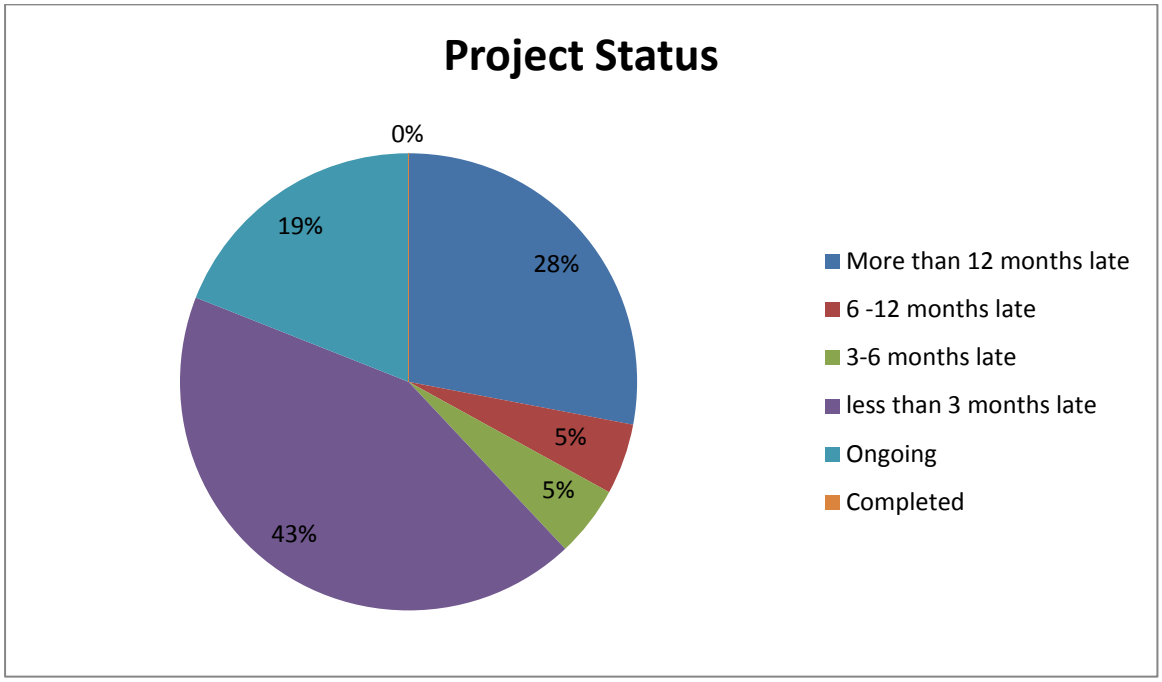
Please see separate report from the RSAC Education and Enforcement Sub Committee.

Executive Summary

Project progress: schedule and budget

Budget information, milestones and project status are correct as at 30 September 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	6
Between 6 and 12 months late	1
Between 3 and 6 months late	1
Less than 3 months late or on target	9
Ongoing	4
Completed	0
TOTAL	**21**



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

A number of factors have delayed the project with a 'go live' date to be advised. These include: Regulations – remake of the *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 operational, 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. There project was placed on hold while the Council reconsidered options. Community meetings have been held and a Council workshop is scheduled to resolve this issue.

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:

Executive Summary

- 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.

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.

651300 – Point to Point - Stage 1 (Feasibility)

Scheduled completion date: Sept 2010

Forecast completion date: Sept 2012

Reason for delay

Project placed on hold to allow for upgrade of required business systems and reassessment of site locations following the decision to implement flexible safety barrier on part of the original sites.

Action taken to address delay

New sites selected. Steering Committee has endorsed full investigation of new sites. Business case being finalised.

651100 - Electronic School Speed Signs

Scheduled completion date: July 2011

Forecast completion date: September 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.

Executive Summary

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

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: December 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 December 2012.

Action taken to address delay

DIER officers are progressing this project.

Projects delayed between 3 and 6 months *(further detail provided under specific projects)*

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

Scheduled completion date: May 2012
Forecast completion date: September 2012

Reason for delay

Work was suspended over wet winter period.

Action taken to address delay

Work will resume in spring.

Executive Summary

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%.

Over Budget

651300 - Variable Speed Limit Signs 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 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 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 Limit Signs at School Zones

Description

Highly visible signs that only operate during designated school zone times.

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	Completed
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	September 2012	591 signs installed for 242 schools.

Status

At end September 2012, 591 signs are operating around the State, covering 242 schools. The original implementation schedule is now complete except for:

- North: One site awaiting Launceston City Council works; Flinders Island still to be determined
- North West: King Island still to be determined.
- Addition to the implementation schedule but included as part of 'Cluster 5': Port Sorell School will open in February 2013 and is currently scheduled to have ESLS installed by end 2012.

A decision whether to proceed with the King and Flinders islands installations will be made in the coming months. Logistics and costs of installation and on-going maintenance are being reviewed. A review of the traffic situation around each school may be undertaken and a decision will be made whether installing ESLS will provide any additional safety benefits at these particular sites.

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	
Expenditure in 2012/13 to date	207,447	
Total expenditure to date		**4,833,506**
Current Balance		**1,166,494**
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. $381,200 commitments were released in September 2011 and April 2012. Current commitment is $140,800 which will be progressively paid to end 2013.

In 2013 Tasmanian schools will be changing from a three-term structure to a four-term school year. Treasury GITC contract renewal is being finalised to engage a contractor to undertake modifications to the ESLS Network Management System (NMS).

The previously anticipated 15% saving on this project may not be fully realised due to required modifications to the NMS; an 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.

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.
		TBA	'Go live' date

Status

The system is fully installed. Testing continues and the system is working well; a further full 'live' test is scheduled for November. Further training of staff to manage STREAMS is scheduled for November 2012.

Additional factors have further delayed the project with a 'go live' date to be advised. These include: Regulations – remaking of the *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.

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.

Strategic Direction 1 – Safer Travel Speeds

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	
Expenditure in 2012/13 to date	127,315	
Total expenditure to date		**3,174,366**
Current Balance		**(1,374,366)**
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 had 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.
		March 2012	BO'D project stalled, (refer 'status'). GTC work completed.
		June 2012	GTC work completed. BO'D project no status change.
		Sept 2012	BO'D Council to hold workshop in October.

Status

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. A third public meeting was delayed from February to September 2012 with some members of the community continuing to express concern about proposed changes to parking. A Council workshop is to be held in October to decide on a way forward to resolve the conflict and undertake the work.

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	
Expenditure in 2012/13 to date	0	
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

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
		Sept 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	
Expenditure in 2012/13 to date	180	
Total expenditure to date		**124,580**
Current Balance		**275,420**
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.
June 2013	Review Hobart sites		

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 in 2013.

Budget ($)		
Total allocated budget for project		***200,000**
Expenditure in 2010/11	0	
Expenditure in 2011/12	54,000	
Expenditure in 2012/13 to date	29,213	
Total expenditure to date		**83,213**
Current Balance		**116,787**
Forecast total expenditure on completion		**200,000**
Forecast balance remaining on completion		**0**

Comments

Invoicing for labour and installation costs was finalised in September 2012.

*Total cost for Moonah Shopping Precinct was $83,213. If Hobart City and Sandy Bay locations do not proceed, project will be underspent by approximately 58%.

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	Nov 2012	Ongoing
February 2013	Assessment of nominated Local Government roads		
February 2013	Development of campaign to educate community about reduced non-urban speed limit and new signage		
April 2013	Launch of media campaign		
April 2013	Procurement of new signage		
May/June 2013	Installation of new signage		
June 2013	Introduction of new speed limits		
August 2013	12-month Evaluation		

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.

DIER is in the process of working with Local Governments and their communities to identify and assess any local roads which would potentially meet the standard necessary to retain a 100km/h speed limit. As part of this process DIER has conducted information sessions with local government technical staff to discuss the road assessment process. Further briefings for elected members of local government are being offered.

Nominations for local roads to be assessed against the criteria close on 30th November 2012. Detailed road assessments will be conducted to ascertain whether these roads will retain a 100km/h speed limit.

Strategic Direction 1 – Safer Travel Speeds

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 made publicly available on the safer roads website (www.saferroads.tas.gov.au) once they are completed.

Budget ($)	
Total allocated budget for project	**1,500,000**
Expenditure in 2012/13	9,672
Total expenditure to date	**9,672**
Current Balance	**1,490,328**
Forecast total expenditure on completion	**1,500,000**
Forecast balance remaining on completion	**(0)**

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)	September 2012	95% complete

Status

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 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.

The Business Case is presently being finalised. It is anticipated a Cabinet Minute will be drafted in late 2012 to enable the Business Case to be presented to Government in late 2012/early 2013.

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

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.
		September 2012	Monitoring continues. Meeting October to finalise approach.

Status

Monitoring of settlement of reclamation material is continuing. Concern has been expressed that settlement has not slowed sufficiently to finish work within contract timeframe. Project Manager is organising meeting for late October to discuss with project sponsor and contractors the best approach for finalising this section of road and opening it to traffic before end of summer 2013.

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.

Strategic Direction 2 – Best Practice Infrastructure

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.

Budget ($)		
Total allocated budget for project		**2,000,000**
Expenditure in 2008/09	151,543	
Expenditure in 2009/10	91,162	
Expenditure in 2010/11	1,002,227	
Expenditure in 2011/12	90,541	
Expenditure in 2012/13 to date	1,075	
Total expenditure to date		**1,336,548**
Current Balance		**663,452**
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

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 Jan 2012 and is on track to be completed by May 2012.
		June 2012	Work suspended over wet winter period. Will resume in spring.
		Sept 2012	Line marking resumed late July. Completion expected October 2012.

Status

Work recommenced when conditions warmed and dried late July 2012. New completion date is end October 2012. Wetter than expected summer and autumn seasons prevented completion of project by May 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	
Expenditure in 2012/13 to date	15,536	
Total expenditure to date		**1,575,338**
Current Balance		**24,662**
Forecast total expenditure on completion		**1,600,000**
Forecast balance remaining on completion		**0**

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.
		June2012	Warning signs installed.
		September 2012	Expected completion December 2012.

Status

Road treatment and Collapsible CAMS part of project commenced June 2012.

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 a 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 December 2012.

- Quotations are being sought for shoulder widening for both Lyell Highway sites with work scheduled to be completed end November.
- Maintenance Contractor has sourced supply of collapsible CAMs; currently negotiating costs.
- Sealing at three sites to occur during resurfacing season.

All warning signs were installed November 2011.

Strategic Direction 2 – Best Practice Infrastructure

Budget ($)		
Total allocated budget for project		**296,340***
Expenditure in 2011/12	0	
Expenditure in 2012/13 to date	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	Sept 2012	To be advertised October 2012.
October 2012	Award tender		
November 2012	Commence works		
December 2014	Complete works		

Status

The Resource Management and Planning Appeals Tribunal (RMPAT) approved the project with conditions in August 2012 and directed the Northern Midlands Council to issue a development permit. Project went before the Parliamentary Standing Committee on Public Works on 31 July and was approved August 2012.

Tender papers for construction phase are being prepared for advertisement at end of October.

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 RMPAT. After the preliminary hearing, Council initiated a Consent Agreement.

Budget ($)		
Total allocated budget for project		**7,750,000**
Expenditure in 2011/12	326,455	
Expenditure in 2012/13 to date	47,702	
Total expenditure to date		**374,157**
Current Balance		**7,375,843**
Forecast total expenditure on completion		**8,452,000**
Forecast balance remaining on completion		**(702,000)**

Strategic Direction 2 – Best Practice Infrastructure

Comments

Following extensive community consultation, DIER made modifications to the design plans resulting in cost estimates being revised at the end of the detailed design phase. The increase in estimated expenditure is due to an additional break in the flexible safety barrier for local farm business; additional work required to ensure structural integrity of 1936 'Poor Man's Bridge' near Symmons Plains Raceway; additional earth and drainage works; and relocation of power poles to opposite side of the road, as location identified in early design phase would have impacted on landholder's airstrip.

Monthly meetings are being held between the project manager, sponsor and consultants to ensure project remains on target to meet 2012-2013 construction period.

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		
November 2012	Commence works		
December 2013	Complete works		

Status

Following consultation, Council issued development permit in July 2012. Project went before the Parliamentary Standing Committee on Public Works on 31 July and was approved August 2012.

The engineering consultants 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.

Budget ($)		
Total allocated budget for project		**7,365,000**
Expenditure in 2011/12	231,539	
Expenditure in 2012/13 to date	37,369	
Total expenditure to date		**268,908**
Current Balance		**7,096,092**
Forecast total expenditure on completion		**8,116,000**
Forecast balance remaining on completion		**(751,000)**

Comments

Following extensive community consultation, DIER made modifications to the design plans resulting in cost estimates being revised at the end of the detailed design phase. The increase in estimated expenditure is due to the provision of two breaks in the flexible safety barrier for local farm businesses and additional capital works to improve sight lines at Gannons Hill Road.

Strategic Direction 2 – Best Practice Infrastructure

Monthly meetings are being held between project manager, sponsor and consultants to ensure project remains on target to meet 2012-2013 construction period.

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 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

Scheduled work in the north and south of the state has commenced.

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

Budget ($)		
Total allocated budget for year 2012/13		**872,000***
Expenditure 2012/13 to date	98,179	
Total expenditure to date		**98,179**
Current Balance		**773,821**
Forecast total expenditure on completion		**872,000**
Forecast balance remaining on completion		**0**

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.

The carry over funding from 2011/2012 for the south of the state has already been expended.

This is an ongoing project.

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	Endorsed 17 July 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 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 a future evaluation of any recommended changes to the GLS.

Strategic Direction 3 – Increased Safety for younger Road Users

A related project being progressed by Austroads 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 will provide insight during the Tasmanian GLS review. 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 (ANCAP)

Description

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

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

Status

This is an ongoing program.

Budget		
Total allocated budget for project per annum		**12,000**
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	
Total expenditure to date		**30,921**

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	Sept 2012	Completed
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, has recently been completed. 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 also supports the costs for operation of the Road Safety Advisory Council, including sitting fees for the Chair and expert advice to the Council.

Milestone Schedule
Ongoing

Status

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

Budget	
Total allocated budget for project	**N/A**
Expenditure in 2007/08	95,017
Expenditure in 2008/09	121,411
Expenditure in 2009/10	287,119
Expenditure in 2010/11	379,972
Expenditure in 2011/12	384,448
Expenditure in 2012/13 to date	284,561
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 (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	Regulations		Currently being finalised
Oct 2012	Cabinet Minute		Currently being finalised
Nov 2012	Contractors appointed		Subject to Cabinet minute
Dec 2012	Program launch		Program will be launched in December with participants advised commencement date (late first 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. The Minister announced a target date of December 2012 for commencement of the MAIP subject to the outcomes of a tender process to appoint alcohol interlock suppliers. Motor registry system changes have commenced, communication strategy finalised with the development of MAIP flyers commenced.

It is anticipated that contracts with Alcohol Interlock Suppliers will be signed and announced by the Minister in December 2012 with the MAIP commencing in the first quarter of 2013.

Complementary Initiatives

Budget		
Total allocated budget for project		**430,000**
Expenditure in 2010/11	55,949	
Expenditure in 2011/12	88,137	
Expenditure in 2012/13	40,168	
Total expenditure to date		**184,254**
Current Balance		**245,746**
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. In recent months, further strategic planning presentations have occurred with several CRSP communities including Flinders Island, Burnie, Devonport and West Coast.

Budget		
Annual budget for project		**200,000**
Expenditure in 2012/13 to date	31,215	
Total expenditure to date		**31,215**
Current Balance		**168,785**
Forecast total expenditure on completion		**195,429**
Forecast balance remaining on completion		**4,571**

Comments

The CRSP program is an ongoing initiative.

Funding

Road Safety Levy 2012/13

As at 30 September 2012

2012/13 Financial Year	Proposed Budget 2012/13	Actual (ytd) 2012/13
Opening Balance (at 1 July 2012)	9,542,406	9,542,406
Revenue		
Road Safety Levy collected	12,000,000	3,043,202
Funds available for distribution	9,400,000	2,609,868
Total Funds available for distribution	**18,942,406**	**12,152,274**
Expenditure		
Safer Travel Speeds	2,752,541	379,881
Best Practice Infrastructure	8,155,068	86,146
Improved Safety for Young Road Users	250,000	0
Enhanced Vehicle Safety	62,000	10,630
Complementary Initiatives	941,769	324,729
Total	**12,161,378**	**801,386**
Closing Balance (as at June 2012)	**6,781,028**	**11,350,888**

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

Funding

Road Safety Initiatives 2012/13

As at 30 September 2012

2012/13 Financial Year	Budget	Actual 2012/13
Revenue		
Speeding Fines allocated to DIER for 2012/13	1,240,000	
Total	**1,240,000**	
Expenditure		
Community Road Safety Partnership	200,000	31,215
Point to Point Implementation	540,000	0
Line Marking	500,000	98,179*
Total		**129,394**

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

Funding

MAIB Funding

As at 30 September 2012

2012/13 Financial Year	Budget 2012/13	Actual 2012/13	Commitments	Balance
Expenditure (DIER)				
Administration & Public Relations	363,717	48,605	165,467	149,645
Public Education	1,306,311	351,610	875,590	79,111
Research	226,443	0	40,000	186,443
	1,896,471	**400,215**	**1,081,057**	**415,199**
Expenditure (Police)				
Salaries	1,856,350	479,637	0	1,376,713
Operating Expenses	210,000	52,794	0	157,206
Equipment	292,249	44,492	0	247,757
	2,358,599	**576,923**	**0**	**1,781,676**
Total	**4,255,070**	**977,138**	**1,081,0570**	**2,196,875**

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 2011 by calendar year and for the first nine months of 2012. Serious casualties include fatalities (died within 30 days of the crash) and serious injuries (hospital for more than 24 hours).

All statistics in this section are as at 30 September 2012. The source is data is from Police reports at the time of the crash.

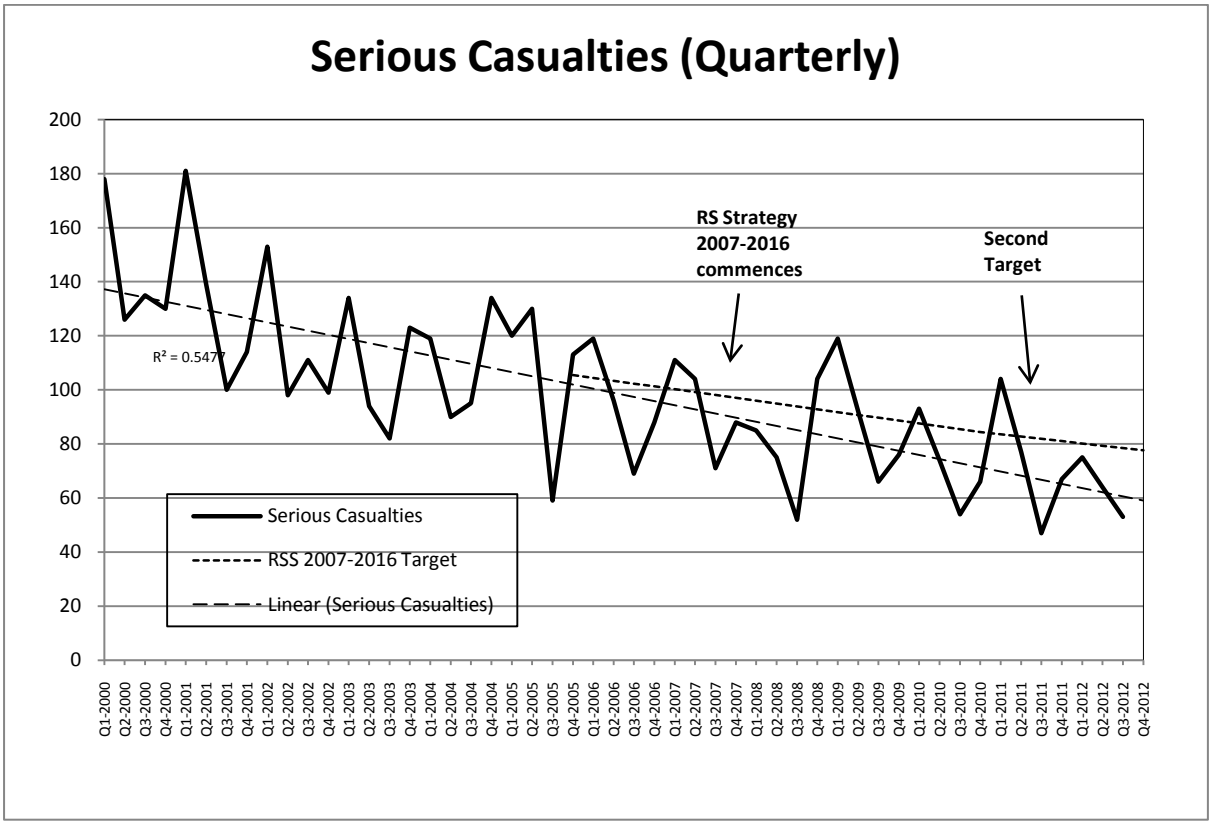
		Tasmania *Together* Baseline							
		2005	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012 ytd**
	TOTAL Serious Casualties	**422**	**372**	**374**	**316**	**353**	**287**	**293**	**192**
By Police District	North	124	94	87	28	98	70	83	55
	West	102	99	94	86	87	80	75	42
	South	78	71	65	67	56	51	56	38
	East	118	108	128	105	112	86	79	57
By Speed Zone	60 or less	136	124	110	120	132	96	102	68
	70-90	67	59	59	449	48	49	48	35
	100-110	219	189	205	147	173	142	143	89
	Not stated	0	0	0	0	0	0	0	0
By Road User Type	Driver	190	148	169	139	138	122	130	86
	Passenger	85	96	94	68	83	42	51	28
	Pedestrian	44	31	27	26	32	32	34	31
	Motorcyclist	78	80	66	68	76	76	66	38
	ATV Rider	6	4	11	7	11	4	4	2
	Bicyclist	17	12	7	8	13	10	8	6
	Other	2	1	0	0	0	1	0	1
By Age Group	Under 17	50	35	41	21	32	25	24	15
	17-29	136	144	131	116	130	95	97	58
	30-49	141	112	113	94	87	99	78	41
	50-64	46	43	51	43	58	38	50	39
	Over 64	45	37	35	38	46	29	44	38
	Not known	3	1	3	4	0	1	0	1
By Crash Type	**Multi-Vehicle**								
	From adjacent directions	30	21	24	22	19	17	10	6
	From opposing direction	64	94	74	58	57	56	67	41
	From same direction	18	18	9	18	12	14	18	9
	Overtaking	27	11	23	4	20	10	10	4
	Manoeuvring	20	18	29	28	31	18	15	9
	Pedestrian & Other								
	Pedestrian	43	32	26	26	32	33	37	30
	Passenger & Misc	13	5	3	2	3	2	4	4
	Single Vehicle								
	Off path on curve	118	98	107	79	107	81	83	51
	Off path on straight	80	64	70	71	65	47	47	33
	On path	9	11	9	8	7	11	10	5

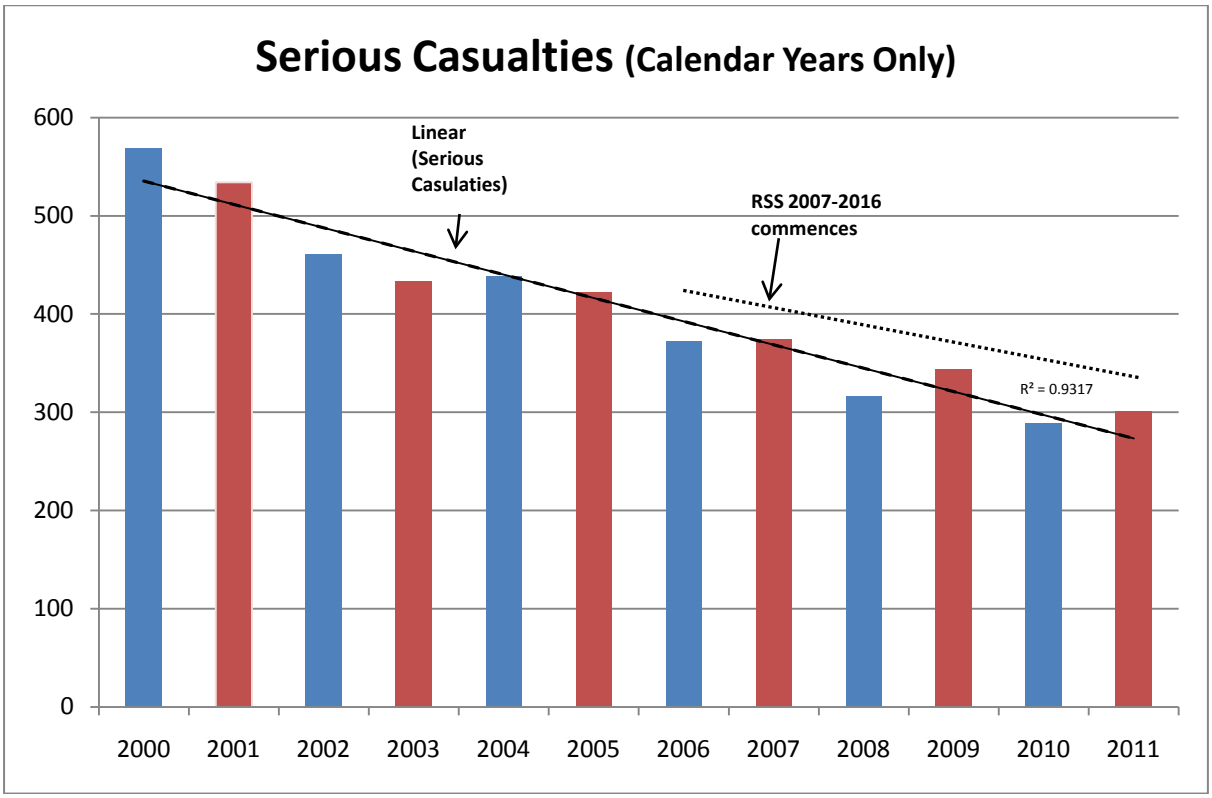
Statistics

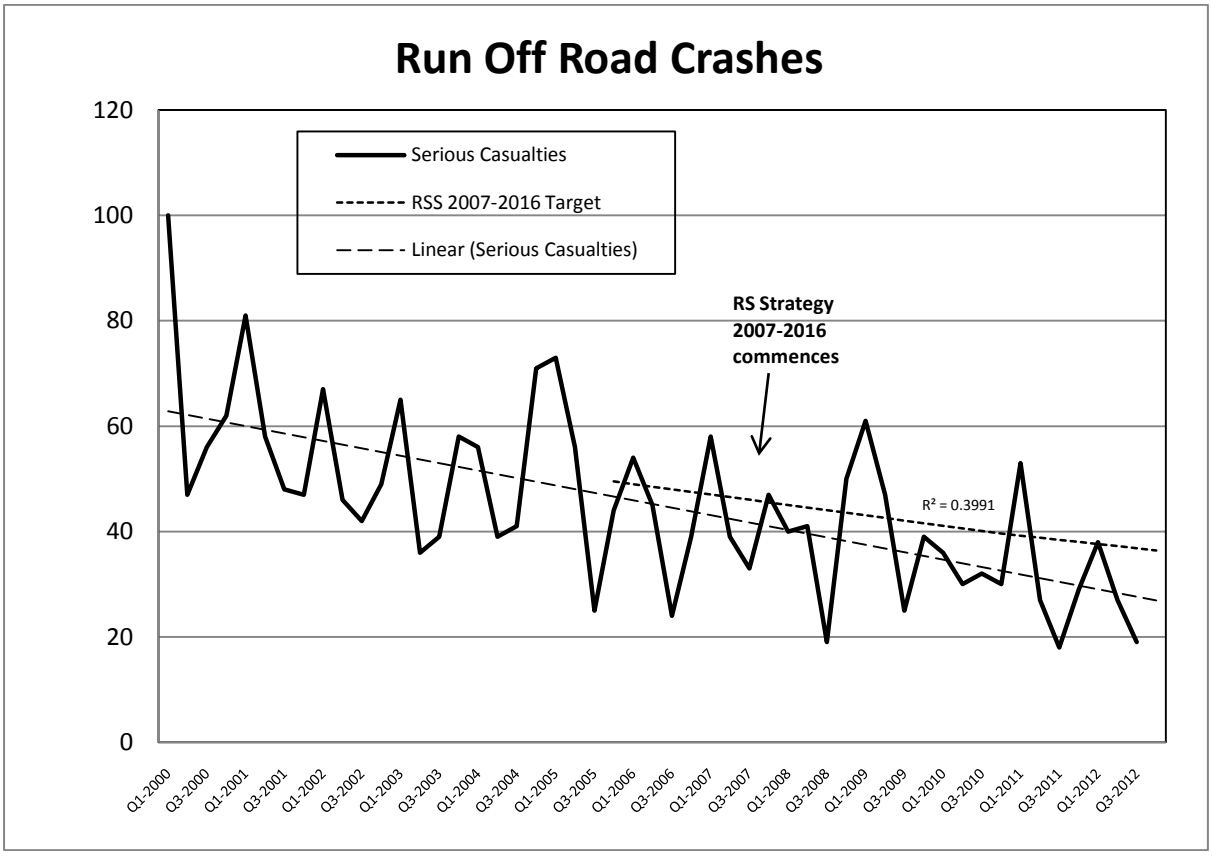
		2005	2006	2007	2008	2009	2010	2011	2012 ytd
	TOTAL Serious Casualties	**422**	**372**	**374**	**316**	**353**	**287**	**293**	**192**
	TOTAL Crash Factors	**793**	**794**	**814**	**796**	**915**	**660**	**558**	**376**
Crash Factor (as per police report at scene of crash)	Alcohol	78	77	86	93	91	70	61	33
	Animal on road	4	4	8	8	4	15	5	4
	Asleep-fatigue	25	30	43	15	25	10	18	6
	Distraction – external to vehicle	19	17	32	30	40	42	37	19
	Distraction – in vehicle	14	19	12	13	12	15	9	4
	Drugs	32	38	62	48	53	31	24	13
	Exceeding speed limit	49	65	45	59	57	31	29	16
	Excessive speed for the conditions/circumstances	111	111	73	74	85	66	86	50
There may be more than one crash factor associated with a crash.	Fail to give way	19	29	25	36	31	27	36	31
	Fail to obey traffic signals	3	6	5	7	2	6	5	3
	Fail to observe road signs & markings	31	12	17	21	25	18	12	20
	Improper overtaking	17	8	21	7	27	14	13	6
	Inattentiveness	186	145	147	160	158	74	10	9
	Inexperience	78	98	107	93	126	101	73	49
	Other obstruction on road	6	8	12	6	12	15	12	4
	Pedestrian on road	35	22	22	19	28	29	35	30
	Reversing without care	6	4	4	5	3	5	7	7
	Road defect	22	29	18	23	20	20	9	7
	Turning without care	7	15	12	19	22	18	20	15
	Unwell-infirm	26	37	32	40	44	36	34	35
	Using a mobile phone	2	2	3	1	1	2	2	1
	Vehicle defect	23	18	28	18	49	15	21	14

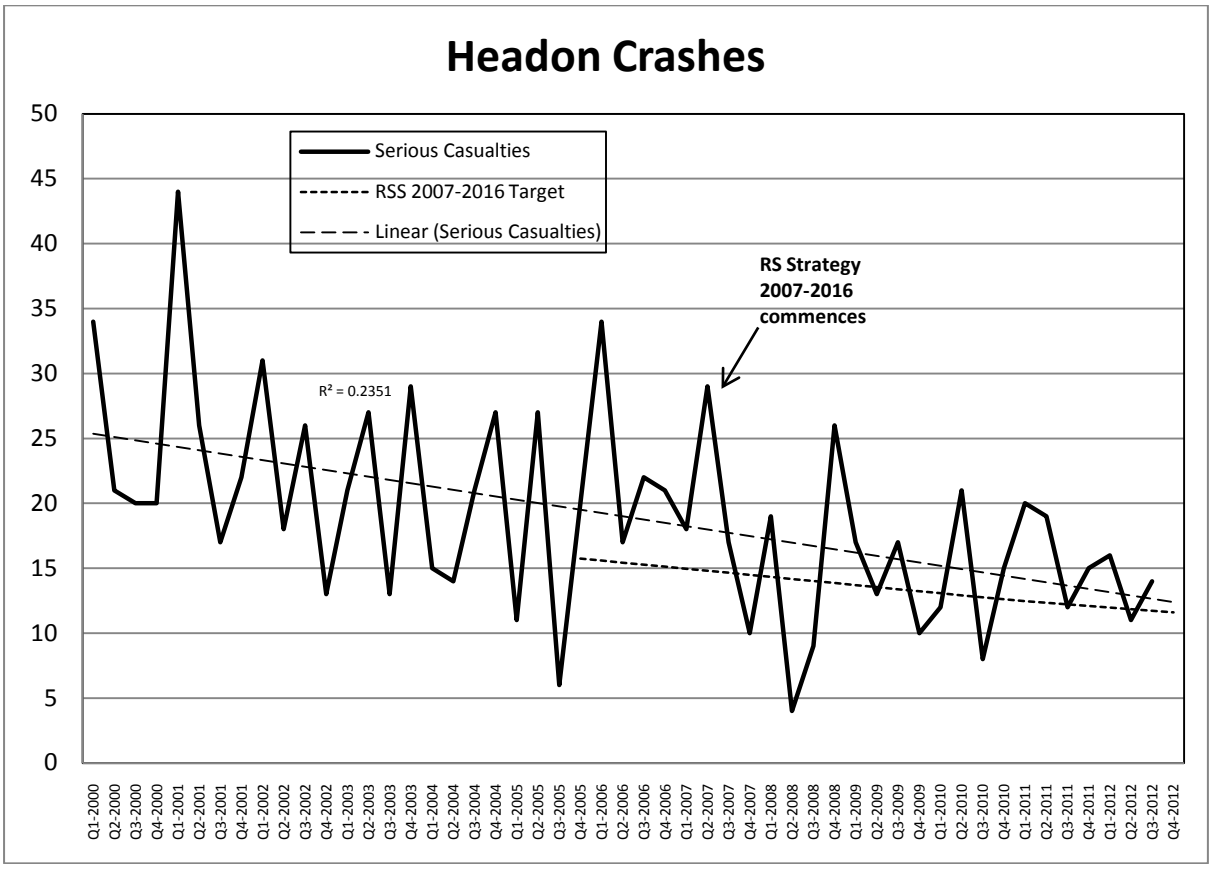
Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.

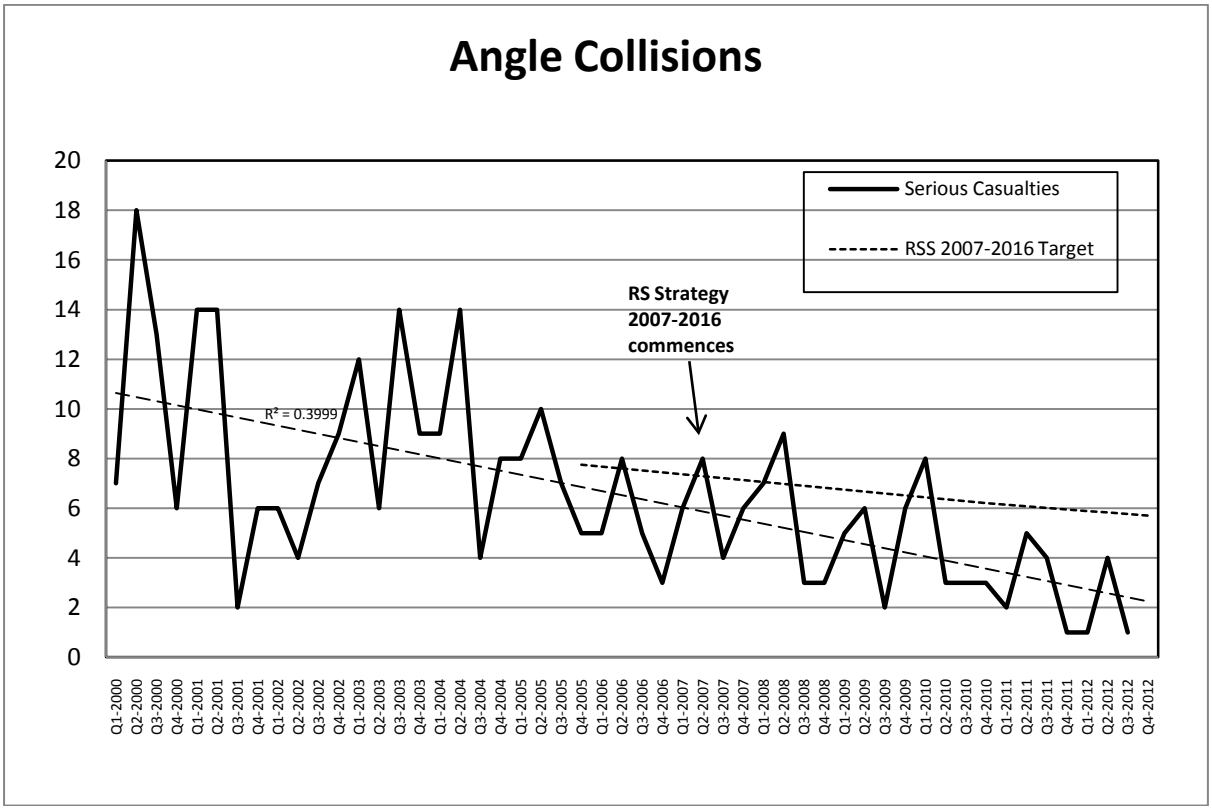
Statistics

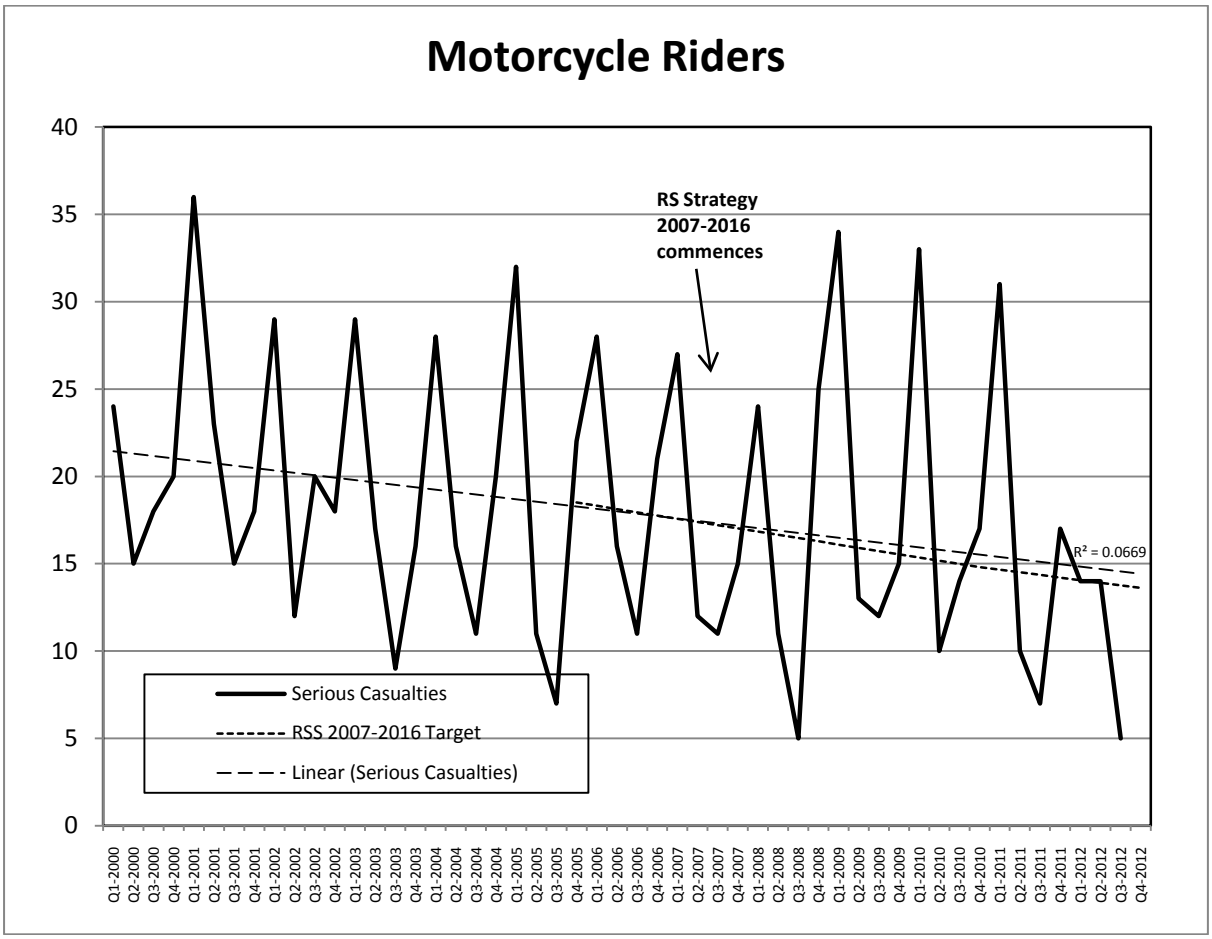

Serious Casualties (Quarterly)
RS Strategy 2007-2016 commences
Second Target
R² = 0.5477
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)

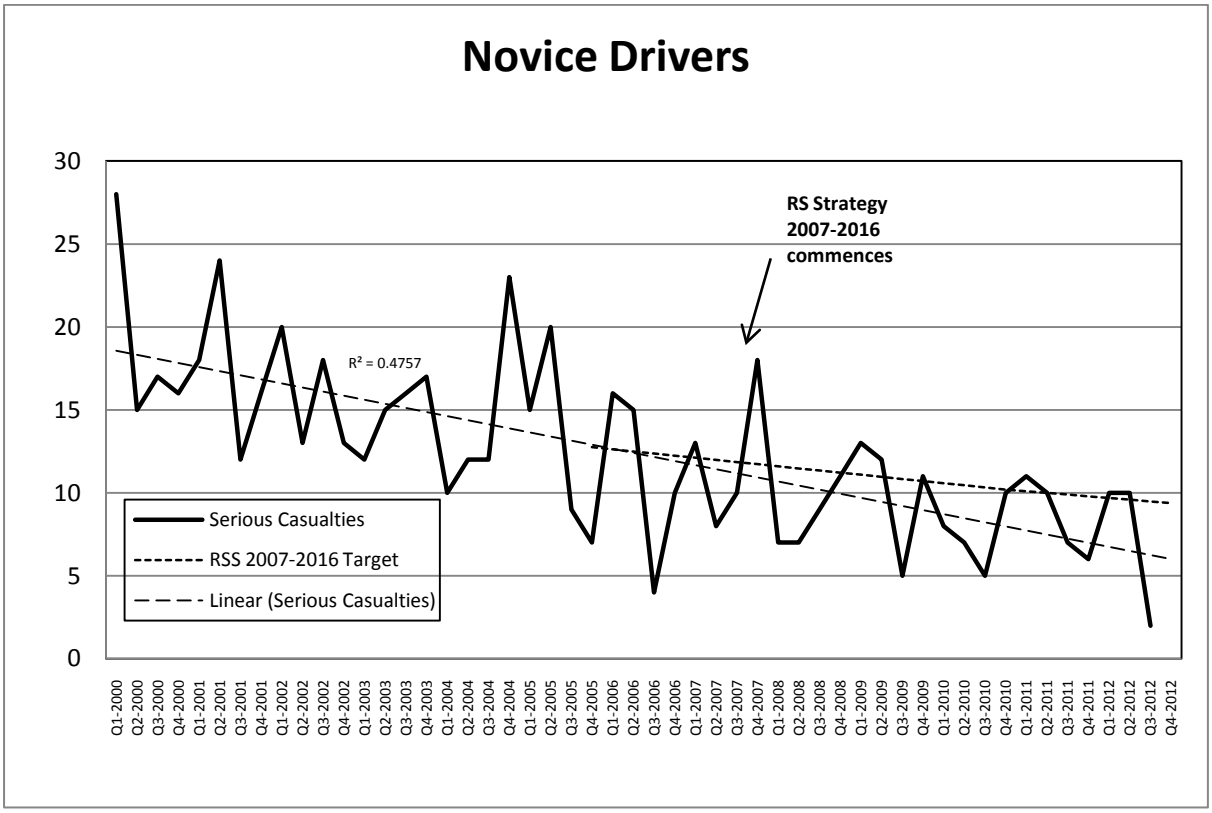

Serious Casualties (Calendar Years Only)
Linear (Serious Casualties)
RSS 2007-2016 commences
R² = 0.9317

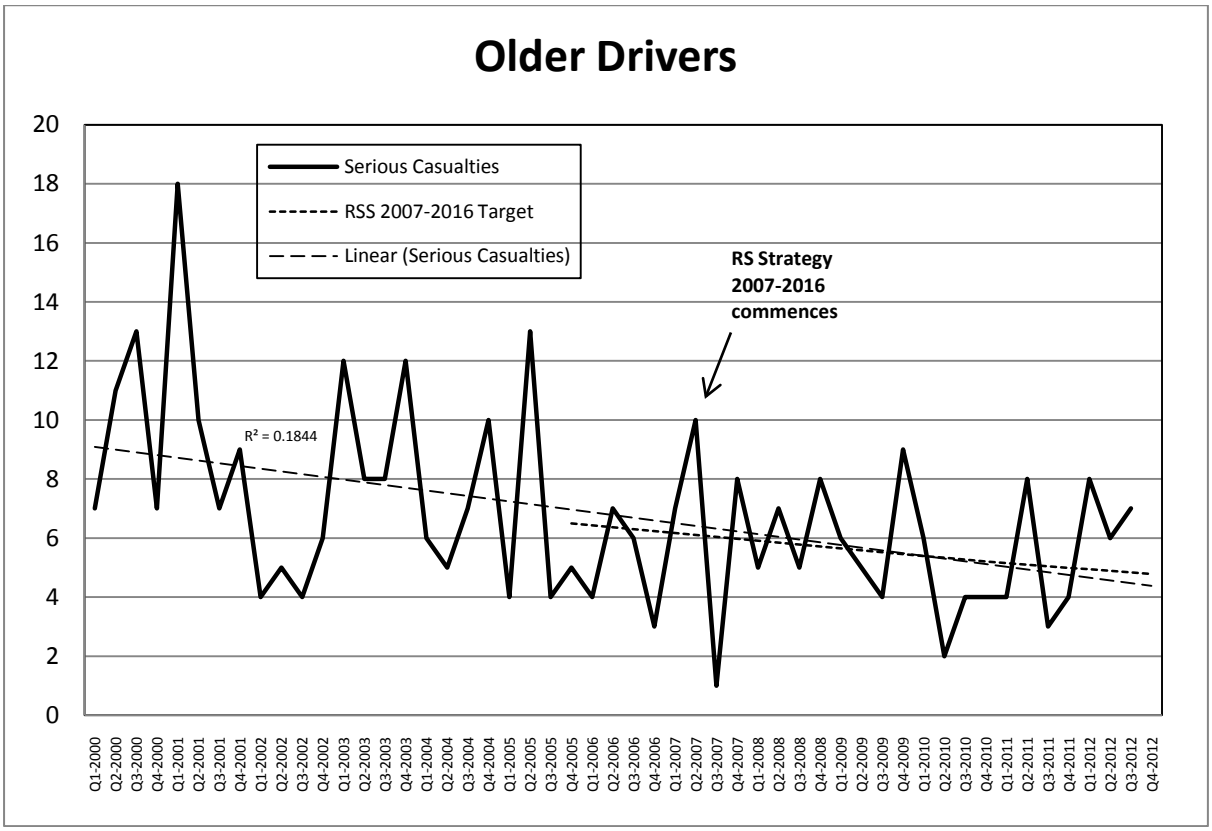

Run Off Road Crashes
120
100
80
60
40
20
0
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.3991
Q1-2000
Q3-2000
Q1-2001
Q3-2001
Q1-2002
Q3-2002
Q1-2003
Q3-2003
Q1-2004
Q3-2004
Q1-2005
Q3-2005
Q1-2006
Q3-2006
Q1-2007
Q3-2007
Q1-2008
Q3-2008
Q1-2009
Q3-2009
Q1-2010
Q3-2010
Q1-2011
Q3-2011
Q1-2012
Q3-2012

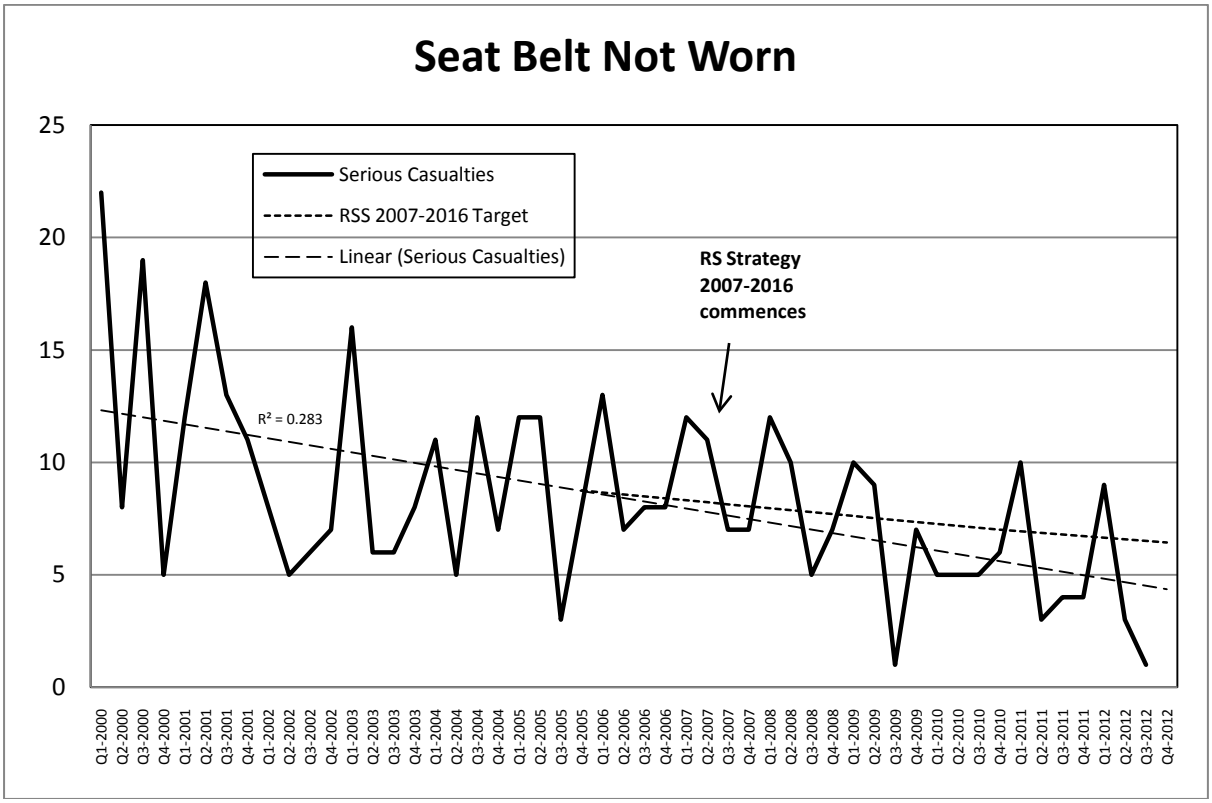

Headon Crashes
50
45
40
35
30
25
20
15
10
5
0
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.2351
Q1-2000
Q2-2000
Q3-2000
Q4-2000
Q1-2001
Q2-2001
Q3-2001
Q4-2001
Q1-2002
Q2-2002
Q3-2002
Q4-2002
Q1-2003
Q2-2003
Q3-2003
Q4-2003
Q1-2004
Q2-2004
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

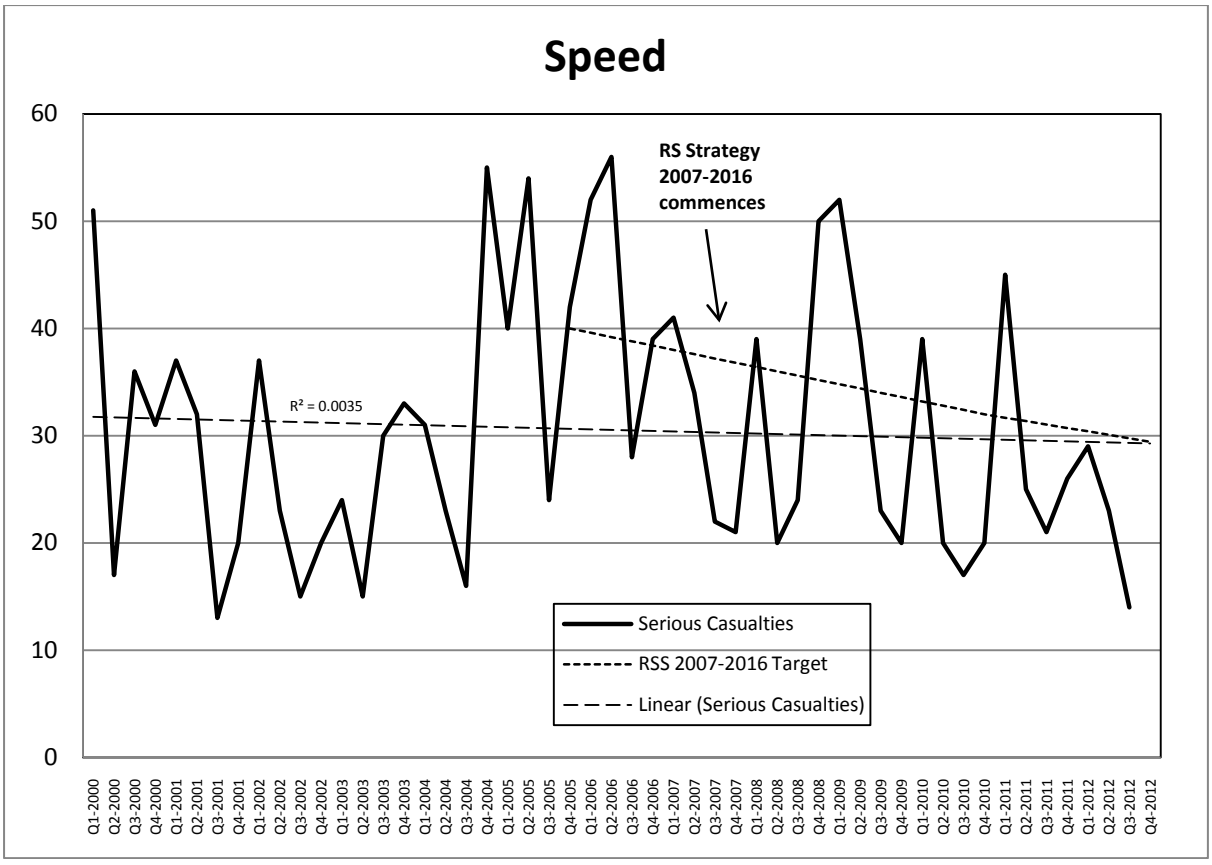

Angle Collisions
Serious Casualties
RSS 2007-2016 Target
RS Strategy 2007-2016 commences
R² = 0.3999
20
18
16
14
12
10
8
6
4
2
0
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 Q2-2005 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

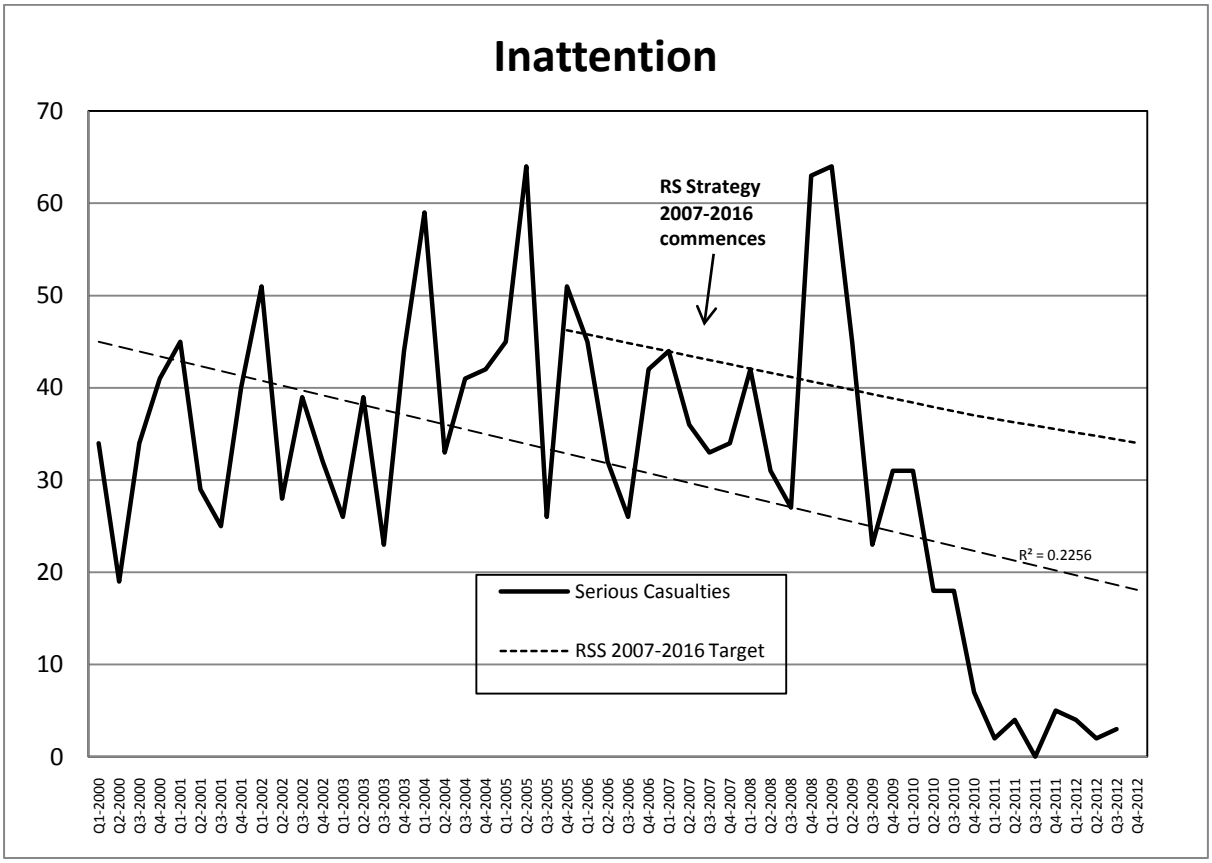

Motorcycle Riders
RS Strategy 2007-2016 commences
R² = 0.0669
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
40
35
30
25
20
15
10
5
0
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 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
RS Strategy 2007-2016 commences
R² = 0.4757
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
30
25
20
15
10
5
0
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

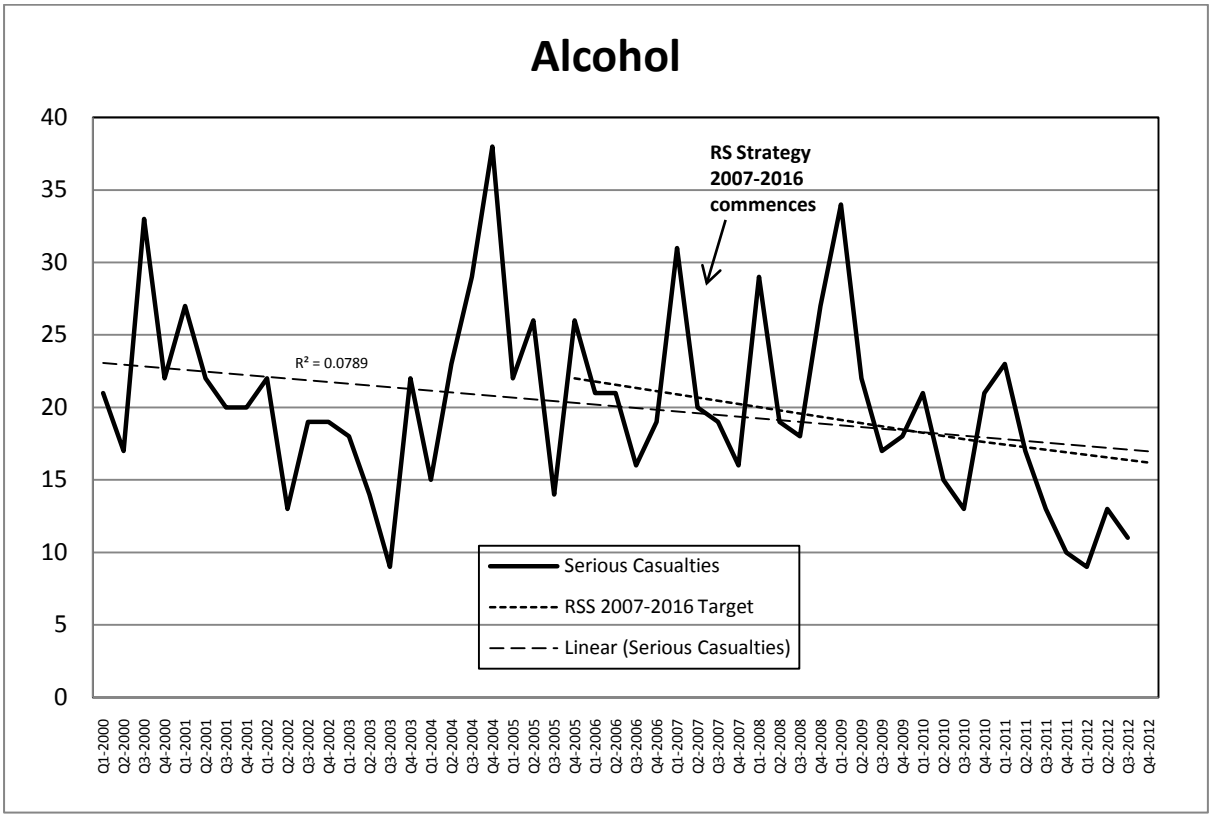

Older Drivers
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.1844
20
18
16
14
12
10
8
6
4
2
0
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 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
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
RS Strategy 2007-2016 commences
R² = 0.283
25
20
15
10
5
0
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

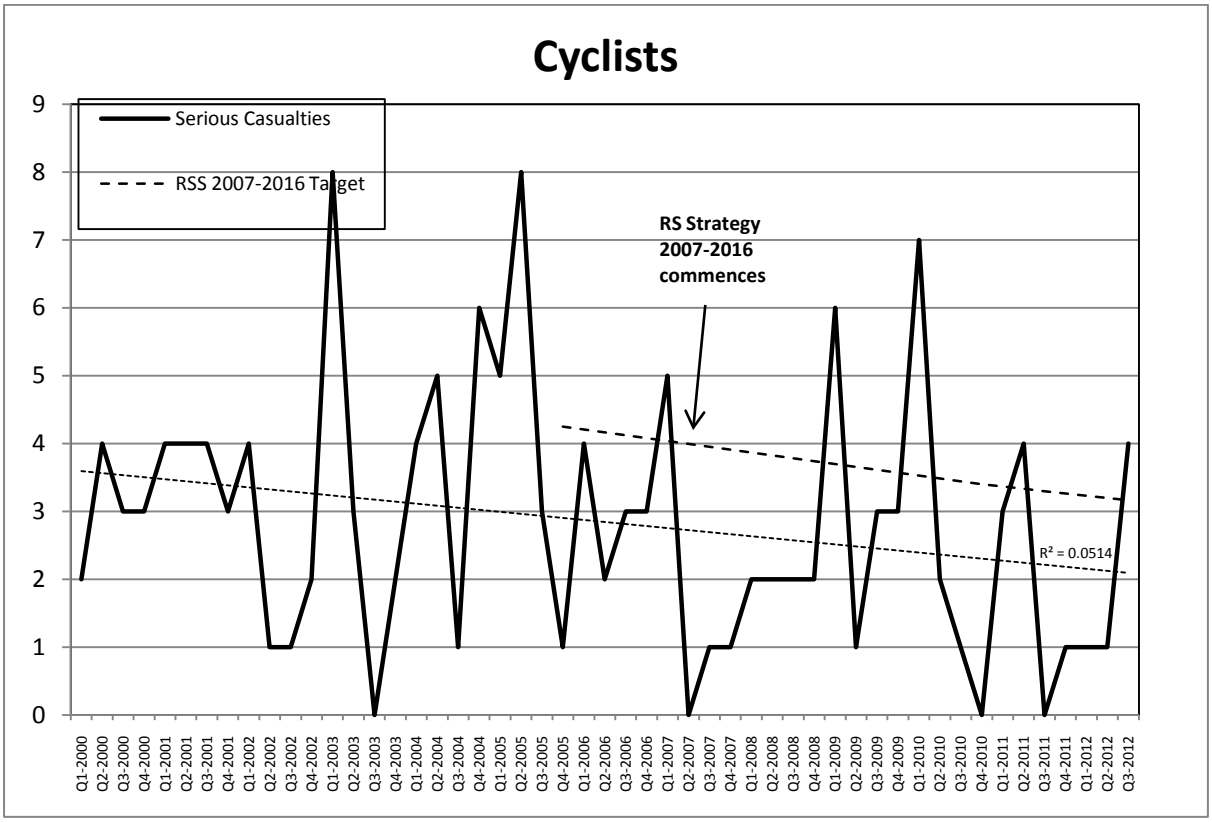

Speed
RS Strategy 2007-2016 commences
R² = 0.0035
Serious Casualties
RSS 2007-2016 Target
Linear (Serious Casualties)
60
50
40
30
20
10
0
Q1-2000 Q2-2000 Q3-2000 Q4-2000 Q1-2001 Q2-2001 Q3-2001 Q4-2001 Q1-2002 Q2-2002 Q3-2002 Q4-2002 Q1-2003 Q2-2003 Q3-2003 Q4-2003 Q1-2004 Q2-2004 Q3-2004 Q4-2004 Q1-2005 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

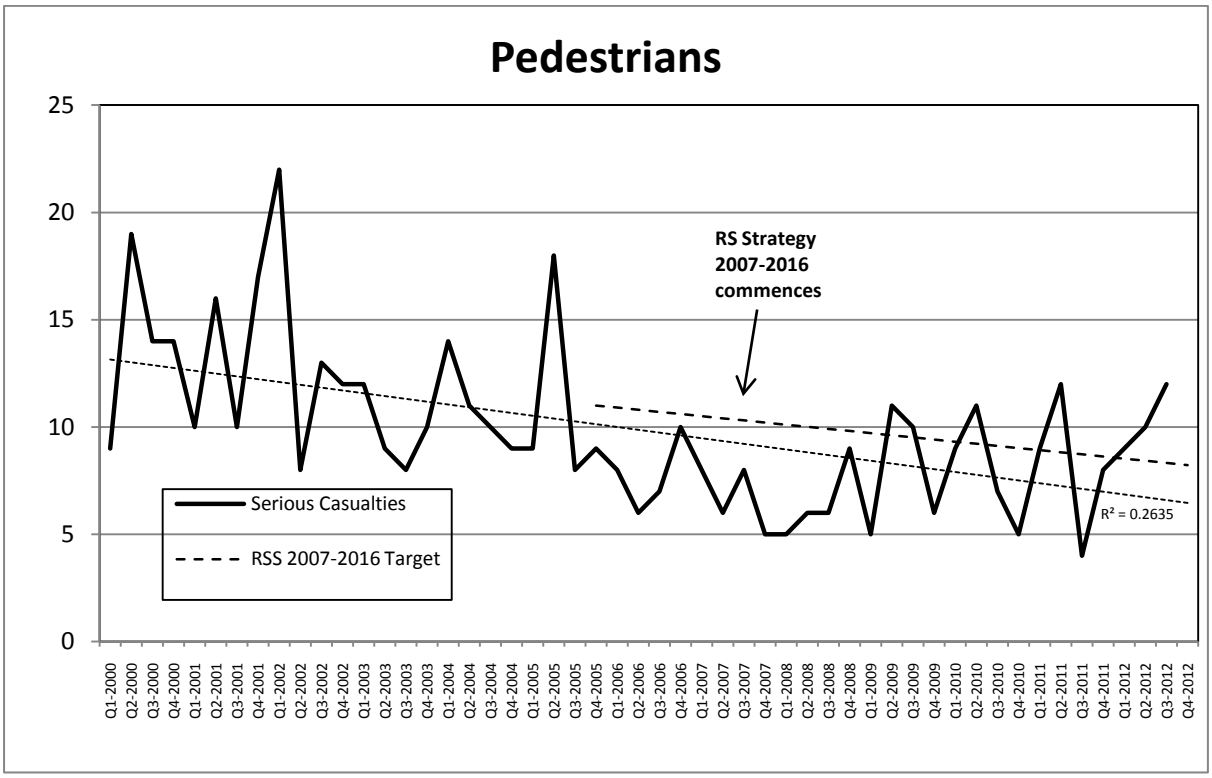


Note: From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.



Statistics


Cyclists
Serious Casualties
RSS 2007-2016 Target
RS Strategy 2007-2016 commences
R² = 0.0514
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
Serious Casualties
RSS 2007-2016 Target
R² = 0.2635
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
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