

# Our Safety Our Future

Tasmanian Road Safety Strategy 2007–2016



## Progress Report

*to the*

*Road Safety Advisory Council*

*including progress on the Work Program*

*as at*

*31 DECEMBER 2016*

# Executive Summary

## Executive Summary

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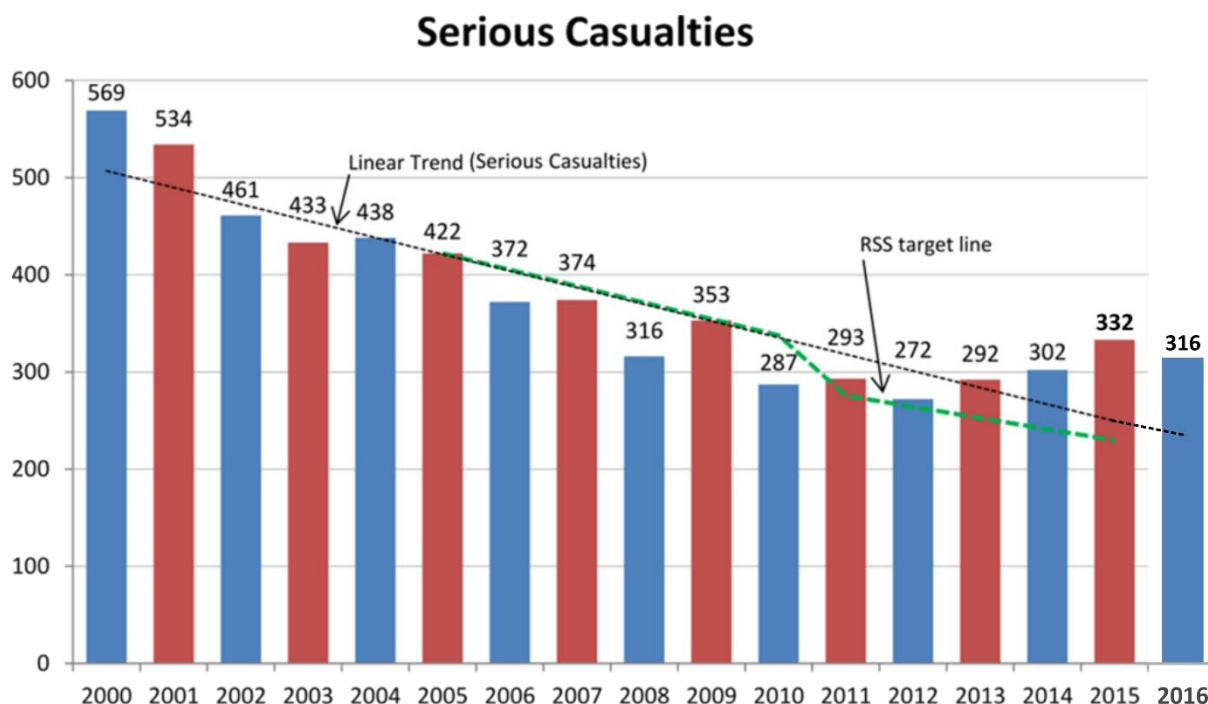
### Progress on meeting the Tasmanian Road Safety Strategy targets

- The number of serious casualties in 2016 was 316, compared to 331 in 2015, a 4.5 per cent decrease. The 2016 figure of 316 is a six per cent increase on the five year serious casualty average of 298 (2011-2015).
- For the 2016 calendar year, there were 37 fatalities on Tasmanian roads which is four more than the 33 recorded in 2015. This is a 19 per cent increase on the five year fatalities average of 31.2 (2011-2015).
- The table below outlines road crash deaths for individual states and territories for the period 2005 to 2016.

	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	AUST
2005	508	346	330	148	163	51	55	26	1,627
2006	496	337	335	117	200	55	45	13	1,598
2007	435	332	360	124	235	45	58	14	1,603
2008	374	303	328	99	205	39	75	14	1,437
2009	454	290	331	119	191	63	31	12	1,491
2010	405	288	249	118	193	31	50	19	1,353
2011	364	287	269	103	179	24	45	6	1,277
2012	369	282	280	94	183	31	49	12	1,300
2013	333	243	271	98	162	35	37	7	1,187
2014	307	248	223	107	183	33	39	10	1,150
2015	350	252	243	102	160	33	49	15	1,205
2016	384	292	250	89	193	37	45	9	1,300
% change 2015-16	9.7%	15.9%	2.9%	-12.7%	20.6%	12.1%	-8.2%	-40%	7.9%

## Executive Summary

- The first target of 'by 2010: a 20% reduction in serious injuries and fatalities from 2005' has been reached with a reduction of 32%. Progress is indicated on the chart below.
- The second target of 'by 2015: a 20% reduction in serious injuries and fatalities from 2010' has not been met. Reasons for this include the fact that the number of serious casualties recorded in 2010 was the second lowest recorded, combined with the fact that since 2012 the number of serious casualties has been gradually increasing.



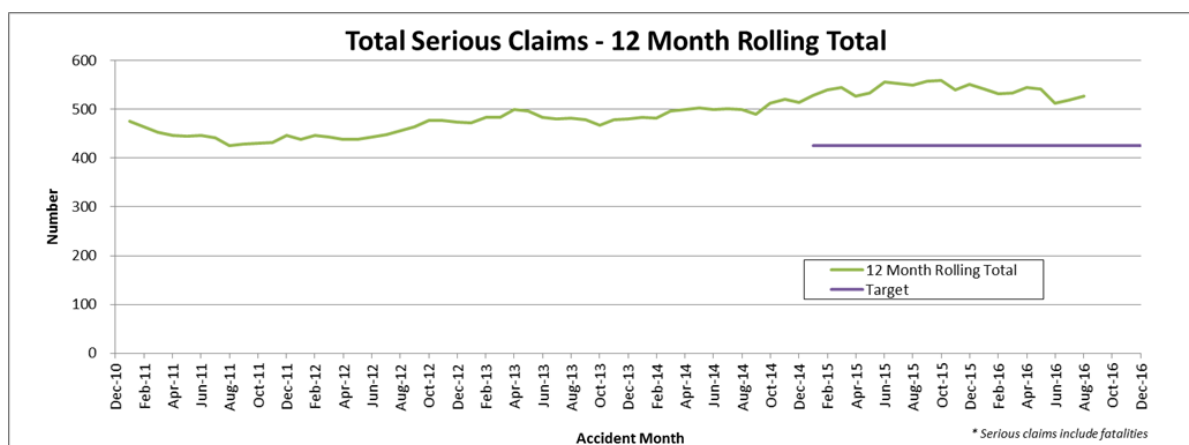
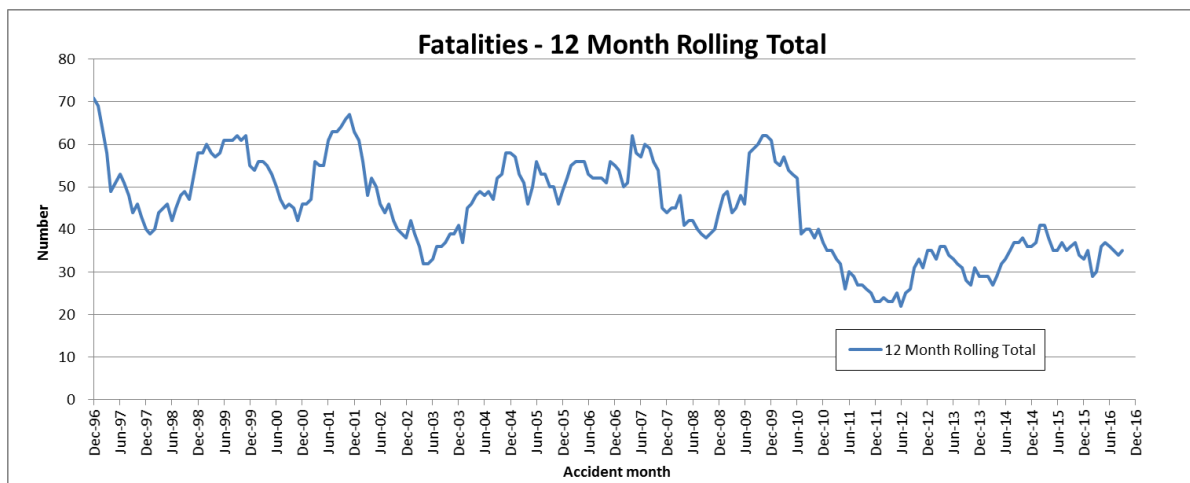
- The method above, used to determine the TRSS target, compares points in time – a comparison between the year 2005 and the year 2010 and between 2010 and 2015.
- As an additional measure, the five year averages (and part thereof) are included below. This methodology smooths out anomalies between individual years and provides a holistic picture of serious casualties in Tasmania

Five year average timeframe	Average	% of change	Period
Annual average of serious casualties 2001 - 2005	457.6	N/A	Baseline period
Annual average of serious casualties 2006 – 2010	340.4	- 25.6	Period 1
Annual average of serious casualties 2011 – 2015	297.8	-12.5	Period 2

## Executive Summary

### Progress on meeting the MAIB targets

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



**NOTE:** RSAC changed the definition of a serious claim for the start of the 2015 calendar year from a threshold dollar amount to the payment of "Hospital Bed Fees" on the claim. Because the claim numbers vary significantly, and there was no target for this type of serious claim prior, it was removed. It is also relevant to note that the claims history only goes back to Jan 2011. This is because there is no consistent data prior to that date.

## Executive Summary

### Key achievements since last report

#### Key project milestones

- The new *Towards Zero – Tasmanian Road Safety Strategy 2017-2026 (Towards Zero Strategy)* and *Towards Zero Action Plan 2017-2019 (Action Plan 2017-2019)* was launched on 19 December 2016.
- The Motorcycle Training Review of the Motorcycle Safety Package is now complete. The Motorcycle Training Implementation Project team are progressing with the implementation including the transitional arrangements.

#### Projects completed this quarter

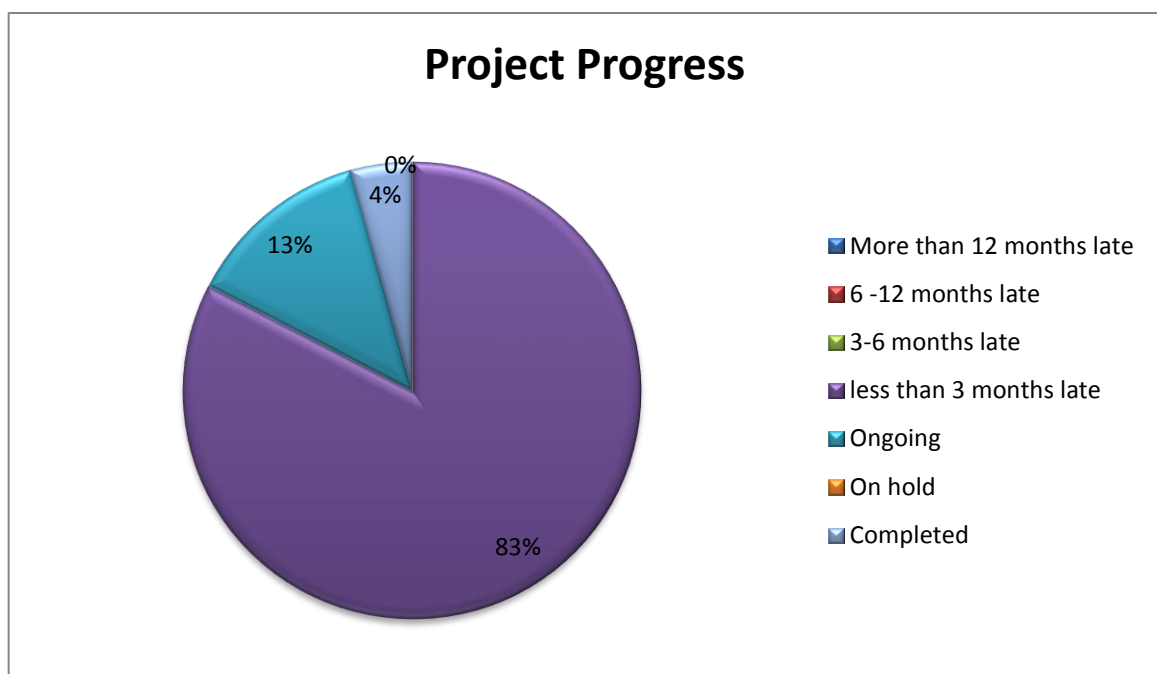
- Securing loads on light vehicle campaign.

## Executive Summary

### Project progress: schedule and budget

Budget information, milestones and project status are correct as at 31 December 2016.

Project progress	Number of projects
More than 12 months late	0
Between 6 and 12 months late	0
Between 3 and 6 months late	0
Less than 3 months late or on target	19
Ongoing	3
Completed	1
On hold	0
<b>TOTAL</b>	<b>22</b>



## Strategic Direction 1 – Safer Travel Speeds

### Road Safety Levy Funded Project

#### 1997 Fixed Speed Cameras – Information Signage

##### Description

With the installation of the new fixed speed cameras, it is timely to review the network of signs across the State. There is an existing network of approximately 16 general information ‘Red Light and Speed Cameras Operate in Tasmania’ signs placed on major arterial routes around Tasmania; installed in 1992, these are ageing and in varying conditions of repair.

In August 2015 RSAC agreed to allocate funds for the installation of new speed camera information signs at the ports of entry and in the vicinity of the newly installed cameras; it was also agreed to remove the existing ageing speed camera signage to ensure a consistent approach to signing across the State.

Milestone Schedule		Milestone Progress	
Date		Date	
December 2015	Install new signs in vicinity of newly installed fixed speed cameras	December 2015	Completed
March 2016	Install new signs at the five ports of entry	March 2016	Final camera installed
April 2016	Remove all existing ‘red light and speed cameras operate in Tasmania’ signs	June 2016	All signs removed
		September 2016	Gateway signs delayed to second quarter
		December 2016	Gateway signs to be installed next quarter.

##### Status

Gateway signs at the five ports-of-entry will be installed in the next quarter.

Budget (\$)	
Total allocated budget for project	50,000
Expenditure in 2015/16	16,999
Expenditure in 2016/17 to date	0
Total expenditure to date	16,999
Current Balance	33,001
Forecast total expenditure on completion	50,000
Forecast balance remaining on completion	0

## Strategic Direction 2 - Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R10081 Esk Main Road Shoulder Sealing, Edge Line Marking and Safety Improvements

##### Description

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

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

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
	Stage 3	June 2016	Tender for Stage 3 prepared and will be released in July
		September 2016	Tender release delayed to first week of October
		Dec 2016	Contract awarded

##### Status

Stage 3: Contract awarded and work to commence January 2017.

Budget (\$)		
Total allocated budget for project		5,860,000
Expenditure in 2012/13	208,386	
Expenditure in 2013/14	848,541	
Expenditure in 2014/15	2,716,272	
Expenditure in 2015/16	742,228	
Expenditure in 2016/17 to date	34,861	
Total expenditure to date		4,550,288
Current Balance		1,309,712
Forecast total expenditure on completion		5,323,500
Forecast balance remaining on completion		536,500

##### Comments

Significant site constraints have resulted in the project's scope being reduced; savings have been reallocated to the Lyell Highway shoulder sealing project.

## Strategic Direction 2 - Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R10179 Motorcycle Safety Package – Infrastructure Safety Improvements

##### Description

The Hodgman Government made a commitment at the last state election to implement motorcycle safety measures along the Great Eastern Drive (the newly named section of the Tasman Highway from Orford to St Helens). Motorcyclists continue to be over-represented in fatal and serious crashes in Tasmania.

The rollout of motorcycle safety infrastructure treatments is aimed at reducing the risk of injury to motorcyclists in the event of a crash. This initiative has been included in the Strategy's Third Action Plan, with \$300,000 being allocated to the project from the Road Safety Levy over three years (i.e. \$100,000 per annum).

Milestone Schedule		Milestone Progress	
Date		Date	
May 2014	Motorcycle Safety Working Group Established	May 2014	Completed
October 2014	Commencement of infrastructure projects for 2014/15 financial year (year 1)	December 2014	Scoping completed. Work to begin early 2015
April 2015	Completion of 2014/15 financial year projects (year 1)	March 2015	Contractor engaged to undertake rub rail and signage works
July 2015	Identification and endorsement of 2015/16 projects (year 2)	June 2015	Rub rail and signage work completed Scoping for 15-16 work underway
October 2015	Commencement of infrastructure projects for 2015/16 financial year (year 2)	September 2015	Final scoping and costing for works in Sheffield area completed
May 2016	Completion of 2015/16 financial year projects (year 2)	December 2015	Executed grant deed sent to Council; work to commence early 2016
	Safety improvements in Sheffield area underway	March 2016	Safety improvements in Sheffield area underway
July 2016	Identification and endorsement of 2016/17 projects (year 3)	June 2016	All work in Sheffield area completed
October 2016	Commencement of infrastructure projects for 2016/17 financial year (year 3)	September 2016	No additional projects scoped
		December 2016	No additional projects scoped
April 2017	Completion of 2016/17 financial year projects (year 3)		

##### Status

Budget (\$)	
Total allocated budget for project	300,000

## Strategic Direction 2 - Best Practice Infrastructure

Expenditure in 2014/15	0	
Expenditure in 2015/16	83,131	
Expenditure in 2016/17 to date	3,657	
<b>Total expenditure to date</b>		<b>86,788</b>
<b>Current Balance</b>		<b>213,212</b>
<b>Forecast total expenditure on completion</b>		<b>300,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 2 - Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R10182/R10292 Safer Roads: Vulnerable Road User Program

##### Description

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

The program is funded at \$1.5 million over the two years (2013/14 and 2014/15), and \$500 000 a year in future years through the Tasmanian Road Safety Levy (for the life of the Levy, currently to 30 November 2017).

Milestone Schedule		Milestone Progress	
Date		Date	
April 2013	Submissions for funding invited	April 2013	Completed
June 2013	Assessment of submissions and recommendations made to Program Steering Committee	July 2013	Completed
June 2013	Successful projects for 2013/2014 financial year announced	30 July 2013	Announced 11 August 2013
July 2013	Commencement of projects for 2013/14 financial year	September 2013	Many projects to be underway during October-December reporting quarter
July 2013	Commencement of projects for 2013/14 financial year	December 2013	Three projects underway
February 2014	New round of submissions & assessment for projects commencing in financial year 2014/15	March 2014	Three projects completed; 10 underway
May 2014	Assessment of submissions and recommendations made to Program Steering Committee	June 2014	Submissions assessed with advice to councils in July
June 2014	Projects for the 2013/14 financial year to be completed	June 2014	9 projects completed; 5 delayed; 2 reviewed
June 2014	Successful projects for 2014/2015 financial year announced	June 2014	Announced August 2014
December 2014	Final funding provided by State Government for 2013/14 projects after completion audits	September 2014	1 project completed; 4 delayed; 1 withdrawn and 1 postponed
December 2014	Remaining projects in 2013-14 year to be completed. Design plans for 2014-15 year to be finalised	December 2014	2 projects completed; 2 almost completed Final design plans for 2014-15 projects being received. One further project approved for funding

## Strategic Direction 2 - Best Practice Infrastructure

March 2015	Submissions sought for 2015/16 projects	March 2015	Letters to councils for the 2015-16 year have been sent. Two projects from the 2013-14 year are yet to be completed; 10 out of 12 2014-15 projects are underway
April 2015	2015/16 submissions close	June 2015	All submissions received end May
May 2015	Assessment of 2015/16 submissions and recommendations made to Program Steering Committee	June 2015	Assessment Committee met in June; recommendations to Steering Committee in July
June 2015	Projects for the 2014/15 financial year to be completed	June 2015	No projects completed
June-July 2015	Meeting of Program Steering Committee (via tele- or video conference) to discuss assessment of 2015/16 applications	September 2015	Completed
July-August 2015	Successful projects for 2015/16 announced	September 2015	Completed
September 2015	Commencement of projects for 2015/16	September 2015	Seven of the 12 projects in the 2014-15 round have been completed. Detailed plans being submitted for the 2015-16 projects
December 2015	Final funding provided by State Government for 2014/15 projects after completion audits	December 2015	11 of the 12 projects have been completed
		March 2016	Final project for 2014/15 round underway
		June 2016	Bike lanes completed; submissions for Round 4 received Round 3 projects underway
		September 2016	7 projects completed; 2 to be completed next quarter
		December 2016	All projects in Round 3 completed. Successful projects for Round 4 announced November.

### Status

#### Round 3 – 2015-16

All projects completed; final payments to be made next quarter.

#### Round 4 – 2016-17

Letters sent in November to councils who submitted projects under Round 4.

Budget (\$)	
Total allocated budget for project	2,500,000

## Strategic Direction 2 - Best Practice Infrastructure

Expenditure in 2013/14	329,200	
Expenditure in 2014/15	409,920	
Expenditure in 2015/16	575,705	
Expenditure in 2016/17 to date	262,069	
<b>Total expenditure to date</b>		<b>1,576,894</b>
<b>Current Balance</b>		<b>923,106</b>
<b>Forecast total expenditure on completion</b>		<b>2,500,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

## Strategic Direction 2 - Best Practice Infrastructure

### Road Safety Levy Funded Project

#### **R10260      East Derwent Highway, Old Beach – Cassidy’s Road to Baskerville Road**

##### Description

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

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

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

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

Milestone Schedule		Milestone Progress	
Date		Date	
October/early Nov 2010	Tender award	January 2011	Awarded February 2011
December 2010	Commence works	January 2011	Commenced March 2011.
April 2011	Complete works	September 2011	Work suspended due to weather and settlement
Summer 2011/12	Final seal	December 2011	Monitoring land settlement Interim works planned.
		March 2012	Interim reseal of existing road completed
		December 2012	Work to be finalised
June 2013	All work completed	December 2013	All major work completed
June 2013	All work completed	June 2014	Contractor considering best approach to batter banks
June 2013	All work completed	September 2014	All work completed
		Dec 2014	Property boundary adjustments to be finalised
		Sept 2015	Negotiations with private landholder well underway
		December 2015	Property boundary negotiations continuing
		March 2016	Negotiations in final stages
		June 2016	No further progress
		September 2016	No further progress
		December 2016	No further progress

## Strategic Direction 2 - Best Practice Infrastructure

Budget (\$)		
<b>Total allocated budget for project</b>		<b>2,000,000</b>
Expenditure in 2008/09	151,543	
Expenditure in 2009/10	91,162	
Expenditure in 2010/11	1,002,227	
Expenditure in 2011/12	90,541	
Expenditure in 2012/13	254,946	
Expenditure in 2013/14	68,037	
Expenditure in 2014/15	149,502	
Expenditure in 2015/16	13,059	
Expenditure in 2016/17 to date	1,743	
<b>Total expenditure to date</b>		<b>1,822,760</b>
<b>Current Balance</b>		<b>177,240</b>
<b>Forecast total expenditure on completion</b>		<b>2,000,000</b>

## Strategic Direction 2 - Best Practice Infrastructure

### Road Safety Levy Funded Project

#### **R360001 Midland Highway Safety Improvements – Integration with Commonwealth Funding**

##### Description

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

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

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

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

##### **AusRAP Star Rating**

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

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

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

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

## Strategic Direction 2 - Best Practice Infrastructure

### Status

In the 2016-17 year the Levy will contribute to four safety improvement projects:

1. 2 Plus 1 with flexible safety barrier continuing from South of Kempton to Melton Mowbray.
2. 2 Plus 1 with flexible safety barrier at White Lagoon-Mona Vale.
3. Safety improvements through Bagdad.
4. Safety improvements through Mangalore.

Budget (\$)		
<b>Total allocated budget for project</b>		<b>20,000,000</b>
Expenditure in 2014/15	2,043,878	
Expenditure in 2015/16	1,878,744	
Expenditure in 2016/17 to date	4,257,755	
<b>Total expenditure to date</b>		<b>8,180,377</b>
<b>Current Balance</b>		<b>11,819,623</b>
<b>Forecast total expenditure on completion</b>		<b>20,000,000</b>
<b>Forecast balance remaining on completion</b>		<b>0</b>

### Comments

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

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

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

## Strategic Direction 2 - Best Practice Infrastructure

### Road Safety Levy Funded Project

#### R10075 Lyell Highway, south of Hamilton – Shoulder Sealing

##### Description

There were nine reported crashes (1 serious injury, 4 minor injury and 4 property damage) on this section of road in the five-year period 1 January 2010 to 31 December 2014. All involved loss-of-control.

Widening the carriageway to provide 3.0 metre wide traffic lanes and 1.0 metre wide sealed shoulders, will significantly reduce the risk of vehicles going into the gravel and losing control. The widening will extend for some 5.5 kilometres. Sealed shoulders have already been provided to the south of the project site.

It will not be possible to provide 1.0 metre wide sealed shoulders past a series of four rock cuttings on the western side of the road, it is envisaged that works along this section of the road will be limited to the provision of a sealed spoon drain.

In addition to the above works a basic right turn facility in accordance with Austroads Guidelines is to be provided at the Hollow Tree Road junction.

Funds are primarily coming from The Safer Roads Program with the Road Safety Levy contributing towards the cost of design and construction. Design will be undertaken in the 2015-16 year with works to be undertaken in the 2016-17 construction period.

Milestone Schedule		Milestone Progress	
Date		Date	
		March 2016	Detailed design work progressing
May 2016	Design work completed and request for tender to be released	June 2016	Design work completed, tender to be released July
May 2017	Project completed	Sept 2016	Tender period closed 27 July
		Dec 2016	Contract awarded.

##### Status

Contract awarded, work commenced November.

Budget (\$)		
Total allocated budget for project		400,000
Expenditure in 2015/16	66,362	
Expenditure in 2016/17 to date	1,096	
Total expenditure to date		67,548
Current Balance		332,542
Forecast total expenditure on completion		1,272,000
Forecast balance remaining on completion		(872,000)

##### Comments

Savings from Esk Main Road and Cove Hill Road projects have been reallocated to the Lyell Highway project.

In May/June 2015 approval was given that \$1.9m in savings from other projects be reallocated to continue work on Esk Main Road and to co-fund two new projects with the Safer Roads Program: the Cove Hill Road Roundabout and Lyell Highway South of Hamilton shoulder sealing and line marking.

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

### Road Safety Levy Funded Project

#### 2009 Learner Driver Mentor Programs Grant Funding

##### Description

The Government has allocated \$1.5 million over three years (2014 -2017) from the Road Safety Levy to continue to support Learner Driver Mentor Programs (LDMPs) and Driver Mentoring Tasmania (DMT), in recognition of their significant contribution towards assisting disadvantaged learner drivers to enter the licensing system.

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

Milestone Schedule		Milestone Progress	
Date		Date	
November - December 2014	First Funding Round advertised (6 month funding), applications assessed and applicants notified of outcome	November 2014	Complete
May – June 2015	Second Funding Round advertised (12 month funding), applications assessed and applicants notified of outcome	May 2015	Complete
November 2015	Review 5x low performing programs and applications for further 6 month funding	November 2015	Complete
May – June 2016	Third Funding Round to be advertised (12 month funding), applications to be assessed and applicants to be notified of outcome	July 2016	Complete
February 2017	Independent Evaluation on benefits of LDMPs		

##### Status

An independent evaluation of the LDMP Funding Program is to be undertaken in early 2017.

Budget		
<b>Total allocated budget for project</b>		<b>1,500,000</b>
Expenditure in 2014/15	<b>399,637</b>	
Expenditure in 2015/16	<b>568,083</b>	
Expenditure in 2016/17	<b>579,666</b>	
<b>Total expenditure to date</b>		<b>1,547,440</b>
<b>Current Balance</b>		<b>-47,440</b>

\*NB: \$120,000 in funding for DMT is included in this amount.

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

### Road Safety Levy Funded Projects

#### 2032 Rotary Youth Driver Awareness Program (RYDA)

##### Description

The Government made an election commitment to provide Rotary Tasmania with \$300,000 from road safety levy funding, over four years, to support the ongoing delivery of the RYDA program in Tasmania.

RYDA involves grade 10 students participating in road safety education sessions organised by volunteers from Rotary Tasmania. The sessions are conducted State-wide.

RYDA is a one day course presented to students in mostly off-campus facilities. Students participate in six 40 minute sessions. The topics covered are;

- Stopping Distances
- Hazard Distractions and Risk
- Plan B: Alcohol, Medicines, Fatigue and Driving
- Police – You choose – the choice is yours
- Accidents do happen – Personal stories from accident victims
- My Wheels – Choosing and maintaining a safe vehicle

Milestone Schedule		Milestone Progress	
Date		Date	
September 2014	Funding released - \$75,000 for 2014/15	September 2014	Complete
July 2015	Funding released - \$75,000 for 2015/16	July 2015	Complete
July 2016	Funding released	July 2016	Complete
July 2016	Funding released	June 2017	

##### Status

Currently Rotary Tasmania requires \$100,000 each year (\$75,000 approximately of which is funded from the Road Safety Levy) to conduct RYDA state-wide. In addition to the Government's funding, Rotary Tasmania has previously attracted funding from RACT and MAIB. As a result of the Government's funding, Rotary Tasmania has agreed to work in partnership with the State Growth to review and evaluate how the program is organised and conducted within the state in order to achieve greater sustainability into the future.

Budget (\$)	
Total allocated budget for project	300,000
Total Expenditure to date	229,250
Current Balance	70,750
Forecast total expenditure on completion (2017/18)	300,000
Forecast balance remaining on completion	0

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

### Road Safety Levy Funded Projects

#### 2033 Back to school 2017 campaign

##### Description

A campaign to promote road safety in school zones and around school buses, particularly those on country routes. Components:

- A competition that involves playing an online game that includes key campaign messages.
- A television commercial.
- Bus backs on Tasmanian Bus Association buses.
- A media launch by the Minister on Monday 6 February.

Milestone Schedule		Milestone Progress	
Date		Date	
1 February	Online game/competition live		
1 February	Bus backs installed		
5 February	Television commercial starts		
6 February	Media launch		
19 February	Television commercial ends		
13 March	Competition drawn		

##### Status

The campaign is ongoing and the competition is drawn in March.

Budget (\$)	
Total allocated budget for project	90,000
Total Expenditure to date	36,711
Current Balance	53,289
Forecast total expenditure on completion (2017/18)	90,000
Forecast balance remaining on completion	0

## Strategic Direction 4 – Enhanced Vehicle Safety

### Road Safety Levy Funded Project

#### 2015      Australasian New Car Assessment Program (ANCAP)

##### Description

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

##### Milestone Schedule

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

##### Status

This is an ongoing program.

##### Budget

<b>Total allocated budget for project per annum</b>	<b>12,500</b>	
Expenditure in 2010/11	9,981	
Expenditure in 2011/12	10,310	
Expenditure in 2012/13	10,630	
Expenditure in 2014/15	11,157	
Expenditure in 2015/16	11,380	
Expenditure in 2016/17	11,608	
<b>Total expenditure to date</b>	<b>65,066</b>	

##### Comments

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

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Project

#### 2019 Mandatory Alcohol Interlock Program

##### Description

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

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

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

##### Status

As at 31 December 2016, 224 MAIP participants were in receipt of the fee waiver. 670 participants who were receiving the fee waiver have now successfully completed the MAIP.

It was originally estimated that up to 1,621 people would be eligible for the fee waiver, costing up to \$5 million. Based on current participation rates, it is estimated that the fee waiver will cost around \$3.3 million, spread over 7 years from 2013/14 to 2019/20.

Budget (\$)		
Total allocated budget for project		5,000,000
Expenditure in 2013/14	427,258	
Expenditure in 2014/15	936,777	
Expenditure in 2015/16	437,106	
Expenditure in 2016/17	134,480	
Estimated commitment to Provider*	133,161	
Revised forecast total expenditure on completion		3,300,000
Total expenditure to date (including Provider commitment)		2,068,782
Revised forecast balance remaining on completion		1,231,218

##### Comments

\* This figure is based on the reconciliation of outstanding invoices processed during January 2017 by the Agency and invoices remaining under review from the Provider.

Note: Auditing of the fee waiver element of MAIP identified issues with one of the providers which is likely to result in a significant refund to the Agency. This is likely to be due to a billing system issue that the provider has advised the Agency of, which resulted in the Agency receiving no invoices from the provider for a few months. The Agency is working with the provider to resolve this issue as a priority.

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

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Project

#### 2300 MAIP Review

##### Description

The review of the MAIP is an initiative under the Third Action Plan of the *Tasmanian Road Safety Strategy 2007-2016*.

The MAIP Review consists of four major components: legislative, financial, policy and evaluation framework.

1. Legislative Framework: to consider the compliance and suitability of the MAIP's current legislative framework. This includes identifying changes that could improve business processes and remove unnecessary impediments for participants.
2. Financial Sustainability: to consider the short and long term financial sustainability of the MAIP, including identifying key issues affecting the sustainability of the Program. This includes consideration of the current three provider business model, the fee waiver scheme and the current fee structure.
3. Policy Framework: to consider the MAIP's policy framework within the Program's current operating model. This includes identifying and recommending potential changes to the MAIP to improve its effectiveness and efficiency.
4. Evaluation Framework: to develop a framework for conducting an outcome and process evaluation of the MAIP. This includes details regarding the timing, potential methodology and data requirements for a future in-depth analysis of the effectiveness (outcome) and efficiency (process) of the MAIP.

Milestone Schedule		Milestone Progress	
Date		Date	
June 2015	Initial financial modelling	June 2015	Complete
July 2015	Legislative compliance register complete	July 2015	Complete
August 2015	Community and participant surveys	August 2015	Complete
August-October 2015	Stakeholder consultation	September 2015	Complete
November 2015	Policy Framework report complete		Ongoing
November 2015	Legislative Framework report complete		Complete
November 2015	Financial Sustainability report complete		Ongoing
November 2015	Evaluation Framework report complete		Ongoing
December 2015	Recommendations provided to Minister		August/September 2015

##### Status

A report outlining the findings of the four components of the MAIP Review, including recommended changes to the program, is currently being finalised.

Budget (\$)	
Total allocated budget for project	TBA
Expenditure in 2015/16	7,900
Total expenditure to date	7,900
Current Balance	

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Project

#### 2021 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 the Road Safety Branch and one within the Traffic Engineering Branch.

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

Milestone Schedule
Ongoing

##### Status

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

Budget	
<b>Total allocated budget for project</b>	<b>N/A</b>
Expenditure in 2007/08	95,017
Expenditure in 2008/09	121,411
Expenditure in 2009/10	287,119
Expenditure in 2010/11	379,972
Expenditure in 2011/12	384,448
Expenditure in 2012/13	204,448
Expenditure in 2013/14	284,028
Expenditure in 2014/15	280,740
Expenditure in 2015/16	296,960
Expenditure in 2016/17	158,383
<b>Total expenditure to date</b>	<b>2,492,526</b>

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### 2223 Development of the Towards Zero – Tasmanian Road Safety Strategy 2017-2026

#### Description

The current *Tasmanian Road Safety Strategy 2007-2016* is nearing the end of its life (end 2016). The current Strategy was developed under the auspices of the former Tasmanian Road Safety Council (TRSC) and provided strategic directions to guide road safety activities in Tasmania over the 10 year period 2007-2016.

The development of the new *Towards Zero – Tasmanian Road Safety Strategy 2017-2026* (Towards Zero Strategy) is an initiative identified in the Third Action Plan of the current road safety strategy which was endorsed by the Road Safety Advisory Council and the Minister for Infrastructure.

Milestone Schedule		Milestone Progress	
Date		Date	
June 2016	RSAC Workshop to prioritise actions	June 2016	Complete
June 2016	Develop Stakeholder and Public Consultation Report – Stage 2	June 2016	Complete
July – August 2016	Consultation feedback to participants	July 2016	Complete
July - August 2016	Draft Strategy and first Action Plan	August 2016	Complete
August 2016	Draft Strategy and first Action Plan to RSAC for endorsement	August 2016	Complete
October 2016	Cabinet Briefing and final draft strategy to Government for noting	December 2016	Complete
December 2016	Launch new strategy	December 2016	Complete

#### Status

Cabinet noted the Towards Zero Strategy and Action Plan 2017-19 as part of a Cabinet Briefing at its 13 December 2016 meeting.

The Towards Zero Strategy and Action Plan 2017-19 was officially launched on 19 December 2016 by the Minister for Infrastructure, in conjunction with the RSAC Chair.

Work will now commence on implementing priority actions under the Action Plan 2017-19.

Budget		
<b>Total allocated budget for project</b>		<b>400,000</b>
Expenditure in 2015/16	266,488	
Expenditure in 2016/17	40,260	
<b>Total expenditure to date</b>		<b>306,748</b>
<b>Current Balance</b>		<b>93,242</b>
<b>Forecast total expenditure on completion</b>		<b>400,000</b>

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Project

#### 2026 Driver Mentoring Tasmania Inc

##### Description

Driver Mentoring Tasmania Inc (DMT), is the peak body representing Learner Driver Mentor Programs (LDMPs) in Tasmania. The Government committed \$1.5 million from the road safety levy to continue to support DMT and LDMPs for three years. Of this funding, approximately \$120,000 has been provided to DMT each year over three years, to support DMT and in particular to continue the role of the state-wide coordinator.

Milestone Schedule		Milestone Progress	
Date		Date	
July and August 2014	Grant Deed Established and funds transferred	July 2014	Complete
March 2015	Commence discussions and development of 2015-16 business priorities and DMT operational plan	March 2015	Complete
June 2015	Business plan and budget for 2015/16 submitted	June 2015	Complete
July 2015	Grant Deed established and funds transferred	June 2015	Completed
May 2016	DMT to provide twelve month Progress Report for the period 2015/16	May 2016	Complete
June 2016	Grant Deed Established and funds transferred	July 2016	Complete

##### Status

DMT submitted their Operational Plan to support their submission for funding from the government for the 2016/17 financial year in June 2016. DMT submitted a budget totalling \$111,840 (excluding GST) which was accepted.

Budget		
Total allocated budget for project		
Expenditure in 2014/15	120,000	
Expenditure in 2015/16	120,000	
Expenditure in 2016/17	111,840	
Total expenditure to date		351,840

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Projects

#### 2301 Motorcycle Safety Package – Safety Programs and Training

##### Description

The Hodgman Government made an election commitment to carry out a full review of motorcyclist training and safety programs and have them assessed against best practice in other jurisdictions.

Milestone Schedule		Milestone Progress	
Date		Date	
August 2015	Expert consultant to be engaged to undertake gap analysis	September 2015	Gap analysis and recommendation report received and accepted by members of the Motorcycle Safety Working Group
October 2015	Television advertisement targeting motorcycle rider safety to commence for six month period	September 2015	Endorsed by Motorcycle Safety Working Group
October 2015	Commence arrangements (including seeking Ministerial approval) to engage the University of New South Wales (UNSW) to analyse the applicability of the new Victorian curriculum against Tasmanian crash causes	December 2015	Complete, endorsement from Minister received 19 October 2015
November 2015	Commence a review of the current requirements for Assessors/Instructors and review current training assessment locations and range layouts to determine potential impacts	December 2015	Complete, findings to be outlined in the implementation strategy following the feasibility assessment
November 2015	Seek outcomes from VicRoads regarding the pilot of the new curriculum to gain understanding of any potential issues	June 2016	Completed
December 2015	UNSW commence crash causation analysis work to determine the applicability of the new Victorian curriculum in Tasmania	June 2016	Completed
March 2016	Development of a communication strategy that includes a discussion paper to enable the community to provide feedback on any proposed changes	June 2016	Communication strategy paper currently being scoped. It is anticipated communication activities will be undertaken in stages to ensure consistent messaging.
March 2016	Commence undertaking a feasibility assessment which will include a comprehensive cost analysis to	June 2016	Completed

## Strategic Direction 5 – Complementary Initiatives (Road Users)

	identify impacts to both community, business and Government		
July 2016	Present findings from the crash causation analysis, VicRoads trial results and costs analysis to Minister for future direction	June 2016	Completed. Final report received from UNSW May 2016.
August/ September 2016	Commence developing an implementation strategy which will include the Motorcycle Assessor/Instructor training strategy and training location transitional plan	June 2016	Complete.
September 2016	Review expected to be finalised. The Findings and recommendations are to be presented to RSAC and the Minister for consideration	September 2016	Complete recommendations endorsed by RSAC and the Minister.
October/November 2016	Investigation into reproducing a motorcycle crash card for distribution to Tasmanian motorcycle riders as part of the Motorcycle Summer Safety Campaign	Late October 2016	Materials sourced from developer and approval to reproduce in Tasmania. However due limited to seek approval from Emergency Services it will be further explored as the 2017 Motorcycle Summer Safety Campaign.
October 2016	Develop implementation plan for existing motorcycle learners. This includes a detailed transitional plan (including the delivery of a “Bridging Course” and an incentive program) as well as a comprehensive communication strategy	October 2016	
November 2016	Present the Transitional Plan, including seeking funding for the development of the “Bridging Course” and the incentive program to RSAC and Minister for endorsement	November	Review complete endorsed by RSAC and the Minister. Project Activities being progressed by the Motorcycle Training Implementation Project.
December 2016	Minister announces new Program	19 December 2016	Complete
December 2016	Application for Provision of Motorcycle Training and Assessment Services advertised	21 December 2016	Complete advertised in Australian, Mercury, Examiner, Advocate.

## Strategic Direction 5 – Complementary Initiatives (Road Users)

January 2016	Stage 1 Application for Services closed and evaluated		
February 2016	Stage 2 Application for Services closed and evaluated		
March 2016	Assessor Training		
March 2016	Write directly to those affected by the transitional arrangements		
April 2016	Route and Range Assessments		

### Status

The Review has now been finalised. On 13 September 2016, the Minister endorsed the recommendation to adopt the new Victorian Motorcycle Training and Assessment Program (Program) in its entirety in Tasmania (i.e., the new pre-learner curriculum, on-road activity, check ride and learner licence exit test [known as the pre-provisional test in Tasmania]). In addition the Minister endorsed a funding allocation of up to \$350,000 from the Road Safety Levy to implement the Program.

On 9 November the Minister endorsed the Transitional Arrangements required to support the implementation of the new Program. The Transitional Arrangements will provide further training to those that obtain a motorcycle learner licence, through the existing scheme, with the higher order riding skills and knowledge required to participate in the new Check Ride and new Pre-Provisional Test to obtain a P1 motorcycle licence.

The additional training (Bridging Course) will essentially be Day 2 of the new Pre-Learner Motorcycle Training Course. Day 2 contains the on-range skills assessment and the on-road coaching and mentoring session.

Motorcycle learner licence holders who obtain a licence prior to 1 January 2017 will be incentivised to participate in the new Bridging Course if they haven't obtained a P1 licence by 1 July 2017. Those that obtain a motorcycle learner licence from 1 January 2017 (up until 8 May 17) will be mandated to participate in the Bridging Program. These participants will be offered a subsidy from the Road Safety Levy to offset the additional costs.

In addition the Minister endorsed a funding allocation of up to \$300,000 from the Road Safety Levy to implement the Transitional Arrangements.

The existing contractual arrangements to deliver the current services are due to expire on 30 June 2017. The Motorcycle Training Implementation Project has been progressing with the Application for Provision of Motorcycle Training and Assessment Services (Application for Services) to enable the selection of sustainable Organisations to deliver the new Program on behalf of the Registrar of Motor Vehicles.

The Application for Services was advertised both in Tasmania and the Mainland on 21 December 2016. Stage 1 of the Application for Services is due to close on 11 January 2017 and successful applicants will be invited to participate in an Information Session, to be held on 24 January 2017.

Stage 2 is due to close on 21 February 2017 with the awarding of contracts to be made around 10 March 2017.

Late March 2017, Assessor Training will commence. A motorcycle training and assessment expert, who played a lead role in the development of the Victorian curriculum and development and

## Strategic Direction 5 – Complementary Initiatives (Road Users)

delivery of Assessor training, has been identified to deliver this training in Tasmania. This is vital to ensure the highest degree of competency to deliver the new Program by early May 2017.

In mid-April 2017, work will commence with Provider(s) to finalise the new off road ranges to ensure they meet the new range specifications (line markings and layout) and to review the new on-road routes to ensure they comply with the new requirements of the Program.

Budget (\$)	
Total allocated budget for project	200,000
Total expenditure to date	37,943
Current Balance	162,057
Forecast total expenditure on completion	200,000
Forecast balance remaining on completion	0

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Comments

The Third Action Plan of the *Tasmanian Road Safety Strategy 2007-2016* identifies public education to promote motorcycle safety and a review of training and safety programs for motorcyclists. \$200,000 has been allocated from the Road Safety Levy to fund such initiatives.

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Projects

#### 2235 Distance makes the difference – cyclist safety campaign

##### Description

RSAC's Cycling Safety Steering Committee (CSSC) recommended that the Department of State Growth should monitor the Queensland trial of the one metre law over the next two years, and develop a major education campaign encouraging motorists to overtake cyclists with a minimum passing distance of one metre (in speed zones 60km/h and under) and of 1.5 metres (in speed zones greater than 60km/h).

This campaign is the priority project under the Cycling Safety Package. Development of the campaign will be ongoing over a minimum of two years. A wide range of communication tools and media will be used to communicate this key message to road users.

Milestone Schedule		Milestone Progress	
Date		Date	
October 2015	Launch of campaign	18 October 2015	Complete
August 2016	Review of one metre law and development of stage 2 of campaign	June 2016	
August – December 2016	Ministerial decision on introduction of minimum passing distance legislation	August 2016	On hold pending decision

##### Status

Elements forming the basis of the current phase of the Distance Makes the Difference campaign are bus back advertising, targeted print advertising, sponsorship of Blundstone Arena and sponsorship of the Big Bash Cricket league. These sponsorships have enabled strong reach with targeted audiences both attending games at Blundstone Arena and watching television coverage of the Big Bash Cricket League. Innovative signage opportunities in high traffic areas at Blundstone including signage on the ground at ATM's, in the men's toilets and ownership of one of the most prominent signs on the embankment have received positive feedback. The TVC continues to gain traction on social media being viewed 1,471,925 times and shared 3,604 times on one facebook page alone, it has now been viewed 194,022 time on the Department of State Growth website YouTube page. Branded hi-vi vests have been used by marshals at a number of community and sporting events around Tasmania.

Any changes to the law mandating a minimum passing distance of 1 metre will be taken into consideration before stage 2 is developed.

Budget (\$)	
Total allocated budget for project	350,000
Total expenditure to date	336,497
Current Balance	13,503
Forecast total expenditure on completion	350,000
Forecast balance remaining on completion	0

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Initiatives Funded Project

#### 2302 & 2303 Tourist Safety Strategy

##### Description

Tourism brings around 1.3 billion Australian dollars into the Tasmanian economy every year. Perceptions of safety and security are an important component in the attractiveness of any tourist destination.

Milestone Schedule		Milestone Progress	
Date		Date	
April 2015	Commence investigation of tourist crashes in Tasmania	April 2015	Complete
May 2015	Complete investigation of tourist crashes in Tasmania	May 2015	Complete
July 2015	Develop Strategy and Actions	July 2015	Complete
August 2015	Tourist Road Safety Strategy (Strategy) and funding endorsed by RSAC	August 2015	Complete
September-October 2015	Development of Stage 1 initiatives of the Strategy including motorcycle v-log	November 2015	Complete
February 2016	Review of RSAC endorsed tourist strategy and stage 1 deliverables. Concept development for Stage 2 and budget.	March 2016	Complete
March 2016	RSAC to note progress and endorse stage 2	March 2016	Carried over to August meeting
August 2016	RSAC to note stage 2 campaign and deliverables	August 2016	Carried over to November meeting
November 2016	RSAC noted stage 2 campaign deliverables and endorsed funding of up to \$100k for the second stage	November 2016	Complete
January 2017	Media event Launceston Airport promoting the campaign, in particular new information being provided in hire cars and signage also	January 2017	Complete

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Status

State Growth prepared a report for RSAC, investigating the crash rate of interstate and international tourists on Tasmanian roads. The investigation included an in-depth analysis of the available crash data and the Tasmanian Visitor Survey which provides a profile of the characteristics, travel behaviour and expenditure of international and domestic visitors to Tasmania.

Available crash data indicates that between 2010 and 2014, there was a total of 1,249 serious casualty crashes in Tasmania, of these there were 131 crashes involving non-Tasmanian residents.

This means that interstate and international visitors accounted for around 10 per cent of all serious casualty crashes in Tasmania (2010 – 2014). Interstate motorcycle riders made up 46 per cent of tourist serious casualty crashes.

On 19 May 2015, RSAC recommended the development of an evidence-based strategy addressing tourist safety which was endorsed at the 18 August meeting.

The Tourist Road Safety Strategy (Strategy) targets three groups that have a high crash risk whilst visiting Tasmania; interstate motorcyclists, interstate drivers and international drivers. The initiatives contained in the Strategy are designed to be innovative and capitalise on existing tourist networks.

The Strategy is being delivered in two stages.

#### **Stage one (2015/16):**

##### **Motorcyclists**

Stage one involved the development of a short video aimed at interstate motorcyclists (motorcycle v-log). The v-log is designed to create awareness of Tasmania's unique riding conditions and provide practical road safety advice to riders on how to explore Tasmania safely. The video continues to be distributed through tourist networks, including Tasmanian and interstate motorcycle clubs, the Spirit of Tasmania as well as via other key stakeholders, including the RACT.

This video was used to provide information about riding safely in Tasmania to the 4,000 interstate Ulysses motorcycle riders who visited Tasmania in February 2016. Ulysses also assisted with broad dissemination of the v-log.

##### **International Tourists**

The second part of stage one focused on international tourists and in particular Chinese visitors. Through a partnership with Bridestowe Lavender Farm, 'Bobbie Bear' has become the mascot to engage visitors and promote road safety messages. High quality DL flyers continue to be available at airports with life size 'Bobbie Bear' cut-outs providing an innovative drawcard to capture visitor attention. The campaign also includes the distribution of posters and DL flyers across the Tasmania's tourist network.

#### **Stage Two (2016/17):**

Stage 2 is continuing to engage visitors to promote road safety in Tasmania:

- New road safety information – steering wheel 'hangers'. These are placed in hire cars and provide key road safety information direct to self-drive visitors to Tasmania.

## Strategic Direction 5 – Complementary Initiatives (Road Users)

- Placement of road safety advertising in Chinese related tourist magazines.
- Billboard signage at Launceston and Hobart airports promoting safe driving in Tasmania.
- Production of a new motorcycle safe riding brochure based on the existing Tasmanian Motorcycle Council publication. This new brochure is being distributed to motorcyclists travelling on the Spirit of Tasmania.
- Opportunities for road safety signage for both visiting drivers and motorcyclists is also being pursued.

Budget (\$)	
Total allocated budget for project	150,000
Total expenditure to date	114,451
Current Balance	35,549
Forecast total expenditure on completion	150,000
Forecast balance remaining on completion	0

## Strategic Direction 5 – Complementary Initiatives (Road Users)

### Road Safety Levy Funded Project

#### 2222 Community Road Safety Grants Program

##### Description

The Community Road Safety Grants (CRSG) Program seeks to reduce the number of serious casualties on Tasmanian roads each year, through:

- supporting community involvement in addressing local road safety issues and promoting road safety; and
- assisting key road safety stakeholders and the community to develop and implement effective community road safety programs that contribute to positive and sustainable road safety outcomes.

\$600,000 has been made available from the Road Safety Levy to support the new CRSG Program over three years, from 2015-16 until 2017-18. Up to \$200,000 each financial year has been allocated.

Projects that will be considered for funding under this grants program must be evidence-based, using research or best practice principles. They must address identified localised road safety issues or be of road safety benefit, targeting a specific group or issue and align with the *Tasmanian Road Safety Strategy 2007 – 2016*.

Milestone Schedule		Milestone Progress	
Date		Date	
July – October 2015	Administer first funding round	October 2015	Complete
Feb – April 2016	Administer second funding round	July 2016	Complete
June 2017	Administer third funding round		

##### Status

A Report is now being prepared collating evaluation and acquittal forms from CRSG recipients of round one.

Budget		
Budget for project (3 year program up to \$200,000 p/a)		600,000
Expenditure in 2015/16	105,087	
Expenditure in 2016/17	86,477	
Total expenditure to date		191,564
Current Balance		408,436

## Discretionary Activities Fund

### Road Safety Levy Funded Project

#### Description

A Discretionary Activities Fund has been established under the Road Safety Levy as a funding source for discretionary activities including small road safety campaigns, program evaluations, facilitation and attendance at workshops and other small projects within the road safety work program.

Cost Code	Description	Expenditure
2185	RSAC Website redevelopment	7,412
2186	Agfest ANCAP crashed car display	268
2197	Safe System Infrastructure Workshop	10,960

Budget		
Total allocated budget for project		250,000
Expenditure in 2016/17	18,640	
Current Balance		231,360
Forecast total expenditure on completion		250,000
Forecast balance remaining on completion		0

## Statistics

### Road Safety Levy 2016/17

As at 31 December 2016

2016/17 Financial Year	Proposed Budget 2016/17	Actual (ytd) 2016/17
Opening Balance (at 1 July 2016)		16,787,282
<b>Revenue</b>		
Road Safety Levy collected	13,100,000	6,474,972
Funds available for distribution	10,500,000	3,874,972
<b>Total Funds available for distribution</b>	<b>27,287,282</b>	<b>20,662,254</b>
<b>Expenditure</b>		
Safer Travel Speeds		0
Best Practice Infrastructure		443,230
Improved Safety for Young Road Users		579,666
Enhanced Vehicle Safety		11,608
Complementary Initiatives		1,643,944
Discretionary Activities Fund		305,918
<b>Total</b>		<b>2,984,366</b>
Closing Balance		<b>17,677,888</b>

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

## MAIB Funding

As at 31 December 2016

<b>2016/17 Financial Year</b>	<b>Budget 2016/17</b>	<b>Actual 2016/17</b>	<b>Balance</b>
<b>Expenditure (State Growth)</b>			
Administration & Public Relations	267,617	135,574	132,043
Public Education	946,257	408,437	537,820
Research	62,324	16,600	45,724
	<b>1,276,198</b>	<b>560,611</b>	<b>715,587</b>
<b>Expenditure (Police)</b>			
Salaries	1,821,461	871,250	950,211
Operating Expenses	186,000	74,168	111,832
Equipment	616,072	80,643	535,429
	<b>2,623,533</b>	<b>1,026,061</b>	<b>1,597,472</b>
<b>Total</b>	<b>3,899,731</b>	<b>1,586,672</b>	<b>2,313,059</b>

Please note: Budget includes carry forwards of \$14,537 to State Growth and \$174,417 to Police.

### Statistics Overview

#### 2016

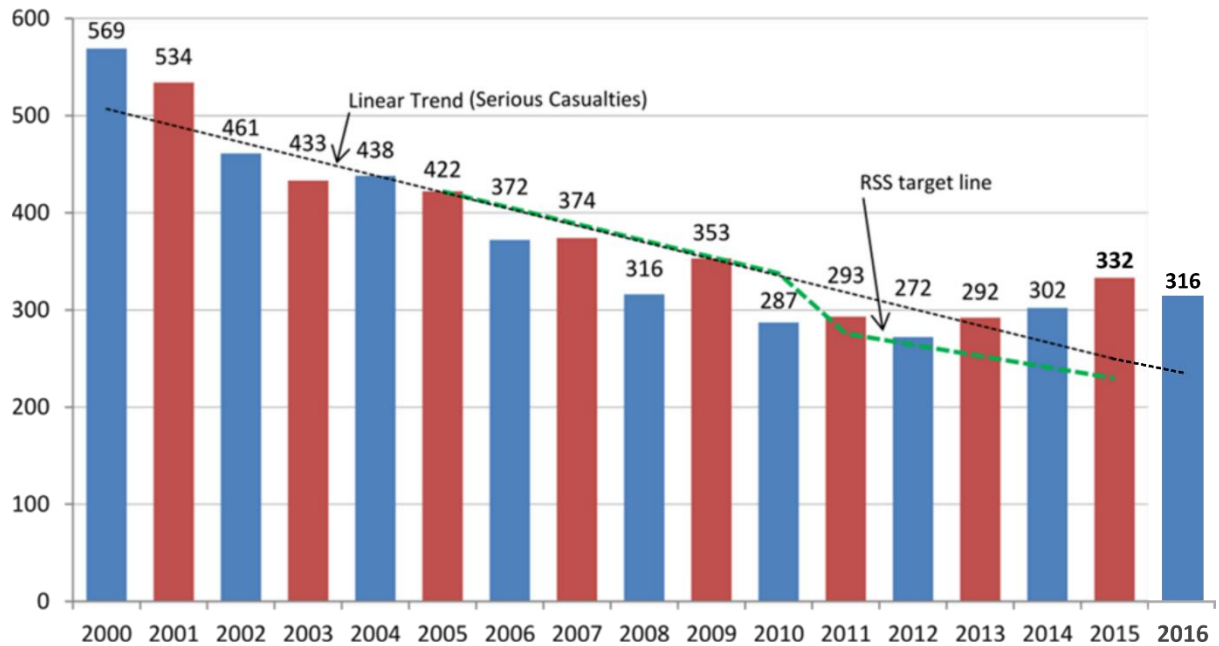
- The number of serious casualties in 2016 was 316, compared to 331 in 2015, a 4.5 per cent decrease. The 2016 figure of 316 is a six per cent increase on the five year serious casualty average of 298 (2011-2015).
- For the 2016 calendar year, there were 37 fatalities on Tasmanian roads which is four more than the 33 recorded in 2015. This is a 19 per cent increase on the five year fatalities average of 31.2 (2011-2015).
- Motorcyclists accounted for 29.1% of serious casualties in 2016, 32.6% of serious casualties in 2015 and 25.9% of serious casualties over the five year average. Motorcycles account for approximately 4% of vehicle registrations and approximately 1.5% of vehicle kilometres travelled in Tasmania.
- There were no bicyclist fatalities in 2016, compared to the single fatality recorded in 2015. There were 3 bicyclist serious casualties in 2016, which was 10 fewer than the number recorded in 2015 and down on the 5 year average of 11.6 serious casualties.
- 19 of the 37 fatalities (51%) occurred in 100km/h or 110km/h zones while 74 of the 278 serious injuries (26.6%) occurred in speed zones 60km/h or less.
- The highest contributing crash factors in 2016 were; excessive speed for the conditions/circumstances (24%), alcohol (18.3%), inexperience (17.4%). *Note: more than one crash factor can be attributed to a single crash.*
- Run-off road continues to be the major crash type accounting for 49% of serious casualties, followed by head-on crashes with 20%.

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

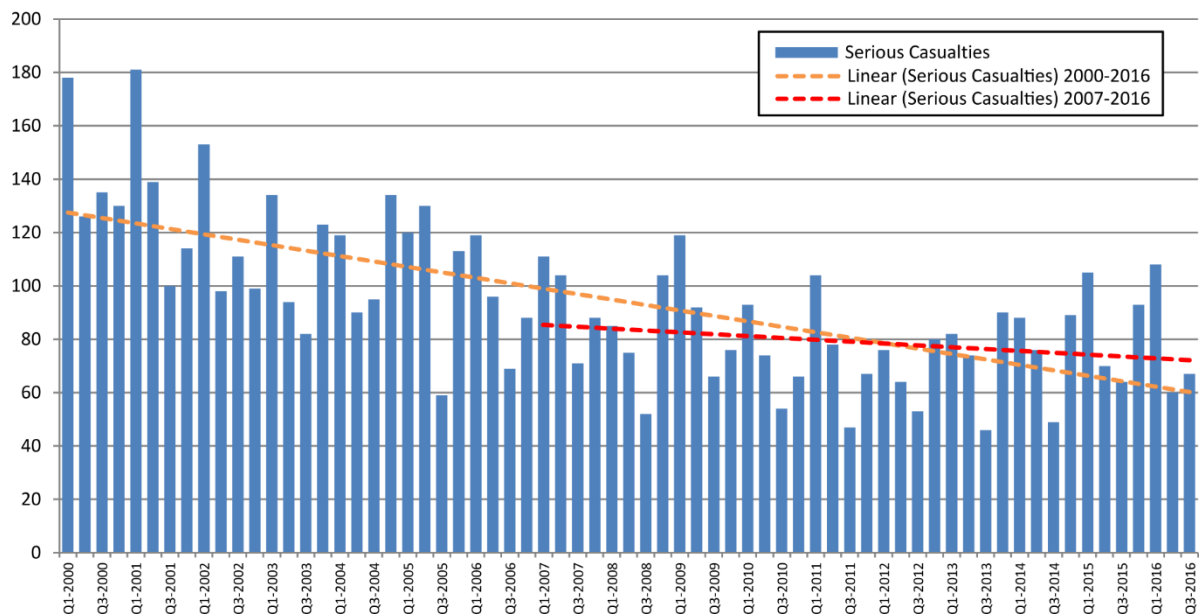
## Statistics

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>TOTAL Serious Casualties</b>	<b>422</b>	<b>372</b>	<b>374</b>	<b>316</b>	<b>353</b>	<b>287</b>	<b>296</b>	<b>272</b>	<b>291</b>	<b>300</b>	<b>331</b>	<b>316</b>
<b>By Police District</b>												
North	124	94	87	58	98	71	84	92	91	82	113	93
West	102	99	94	86	87	80	77	52	80	92	75	59
South	78	71	65	67	56	50	55	51	60	51	56	77
East	118	108	128	105	112	86	80	77	60	75	87	87
<b>By Speed Zone</b>												
60 or less	136	124	110	120	132	96	103	91	104	103	108	82
70-90	67	59	59	49	48	49	48	51	46	54	59	93
100+	219	189	205	147	173	142	145	130	135	120	131	124
<b>By Road User Type</b>												
ATV	6	4	11	7	11	4	4	4	3	6	8	2
Bicyclist	17	12	7	8	13	10	8	7	18	12	13	3
Vehicle Occupant	275	244	263	207	221	164	183	173	157	170	177	192
Motorcyclist	78	80	66	68	76	77	68	51	83	81	108	92
Pedestrian	44	31	27	26	32	32	33	36	30	31	25	27
<b>By Age Group</b>												
Under 17	50	35	41	21	32	25	24	20	23	22	17	23
17 to 29	136	144	131	116	130	96	99	85	92	92	106	100
30 to 49	141	112	113	94	87	98	78	65	76	86	89	80
50 to 64	46	43	51	43	58	38	50	53	43	49	74	60
Over 64	45	37	35	38	46	29	45	48	57	47	43	53
<b>By Crash Type</b>												
<b>Multi Vehicle</b>												
Vehicles from adjacent directions	28	21	22	21	19	15	12	12	16	16	28	21
Vehicles from opposing direction	64	94	74	58	57	56	66	60	45	54	53	65
Vehicles from same direction	20	18	9	18	12	14	17	15	13	13	21	16
Overtaking	27	11	23	4	20	10	11	5	10	5	13	6
Maneuvering	23	18	31	29	31	18	18	14	22	24	24	16
<b>Pedestrian &amp; Other</b>												
Pedestrian on foot, in toy/pram	43	32	26	26	31	33	34	35	31	34	26	28
Passenger and Miscellaneous	12	5	3	2	4	2	3	5	5	4	7	2
<b>Single Vehicle</b>												
Off Path on curve	118	98	107	79	107	81	83	76	76	96	100	97
Off Path on straight	79	64	70	71	65	47	45	44	59	48	45	58
On Path	8	11	9	8	7	11	7	6	14	6	14	6
<b>By Crash Factor</b>												
Alcohol	88	77	86	93	91	72	63	55	46	51	51	58
Animal on road	4	4	8	8	4	15	5	6	7	5	6	6
Asleep / fatigue	25	30	43	15	25	12	19	12	8	15	11	10
Distraction - external to vehicle	19	17	32	30	40	41	37	25	22	8	8	4
Distraction - in vehicle	14	19	12	13	12	15	9	10	16	7	7	2
Drugs	32	38	62	48	53	30	24	23	48	38	29	36
Exceeding speed limit	49	65	45	59	57	33	31	27	28	27	31	27
Excessive speed for the conditions / circumstances	110	110	73	74	85	67	88	79	84	57	66	76
Fail to give way	19	29	25	36	31	27	38	38	38	28	29	31
Fail to obey traffic signals	3	6	5	7	2	6	5	3	9	5	1	5
Fail to observe road signs and markings	31	12	17	21	25	18	12	27	20	10	16	18
Improper overtaking	17	8	21	7	27	15	13	7	10	4	13	5
Inattentiveness	186	145	147	160	158	75	11	16	34	39	41	49
Inexperience	78	98	104	93	126	103	74	83	67	41	34	55
Other	0	0	3	0	0	0	0	1	9	40	83	54
Other obstruction on road	6	8	9	6	12	15	12	5	2	2	0	0
Pedestrian on road	35	22	22	19	28	29	33	35	28	18	13	17
Reversing without care	5	4	4	5	3	5	7	7	3	3	7	1
Road defect	22	29	18	23	20	20	10	10	17	29	17	8
Turning without care	7	15	12	19	22	18	20	21	17	15	15	14
Undetermined	0	0	0	0	0	0	1	1	4	3	7	28
Unwell / Infirm	26	37	32	40	44	35	34	44	16	17	11	14
Using a mobile phone	2	2	3	1	1	2	2	1	0	6	1	0
Vehicle defect	23	18	28	18	49	13	21	22	12	8	6	11

## Serious Casualties

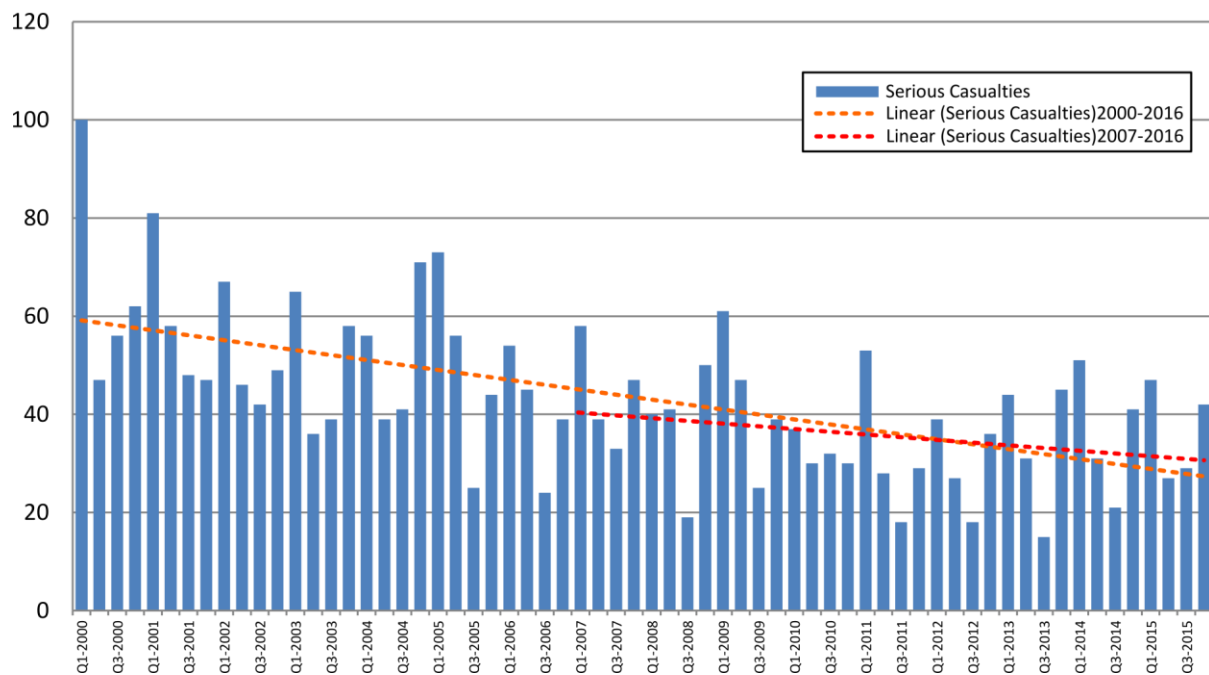


## Serious Casualties (Quarterly)



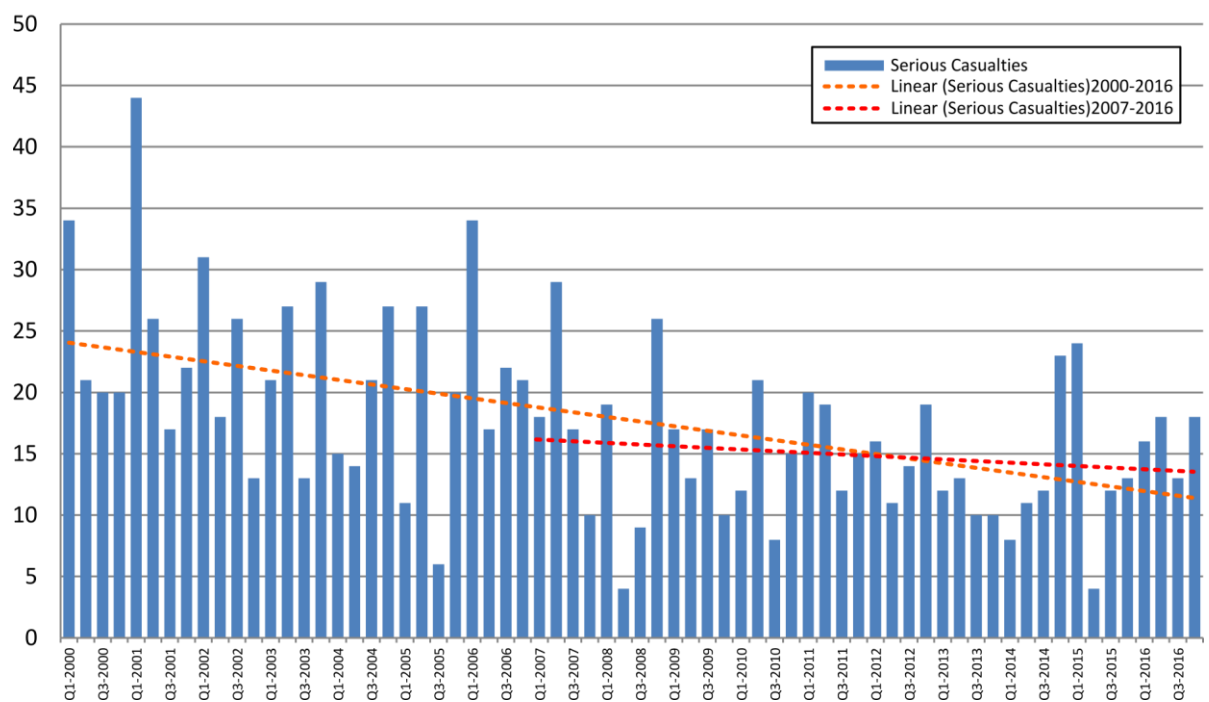
## Statistics

### Run Off Road Crashes



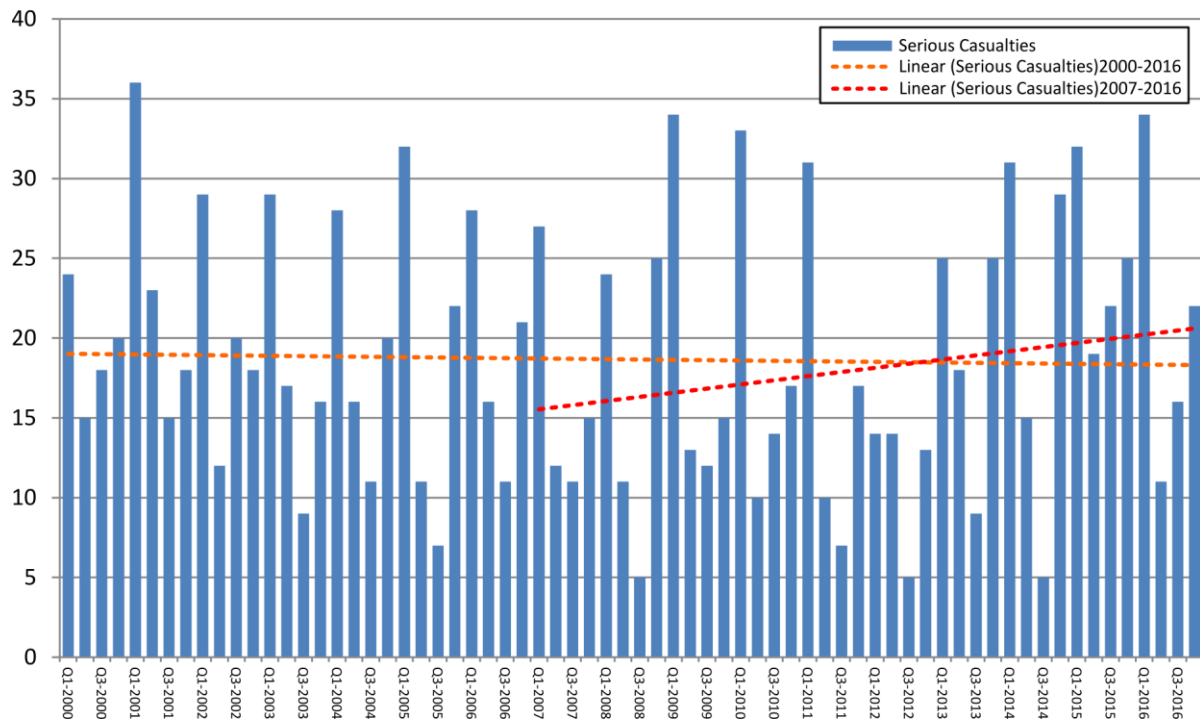
\*Depicts serious casualties where a crash has occurred with the vehicle travelling off path through a curve or off path travelling straight

### Headon Crashes

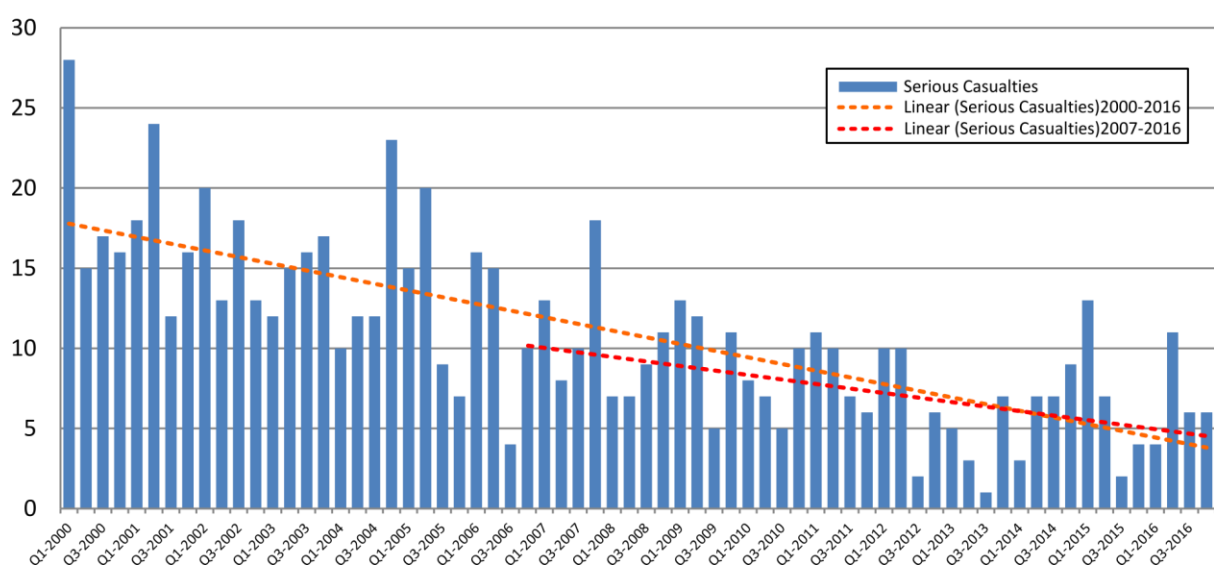


\*Depicts serious casualties where a crash has occurred between vehicle from opposing directions

## Motorcycle Riders

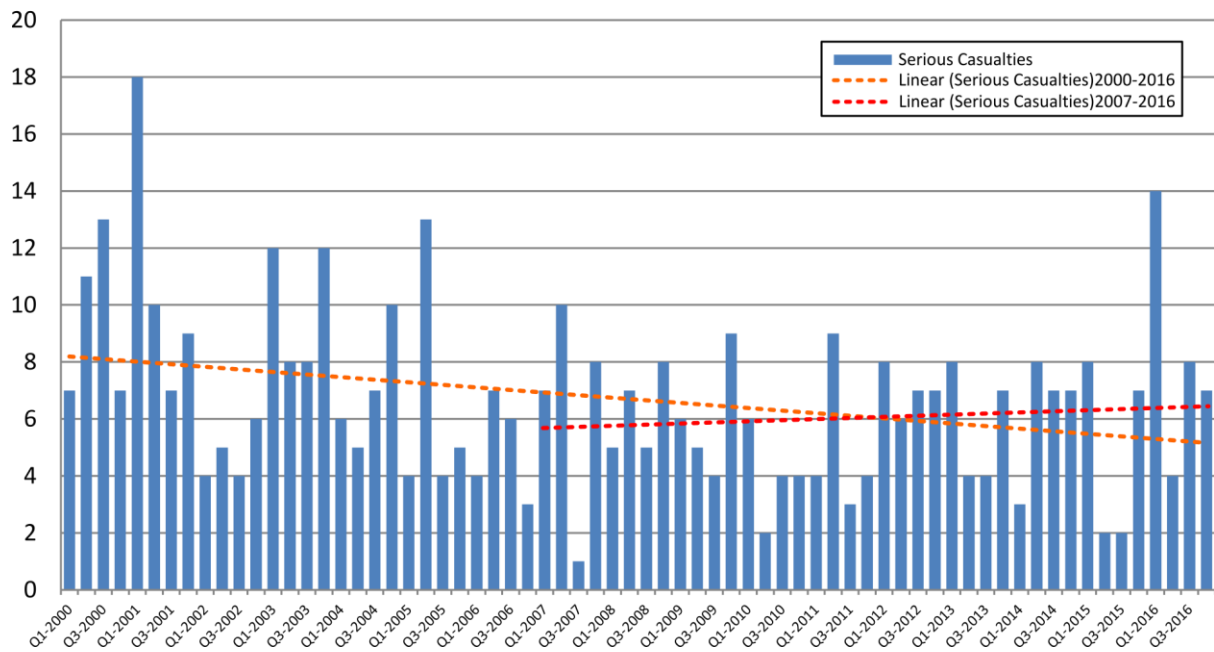


## Novice Drivers



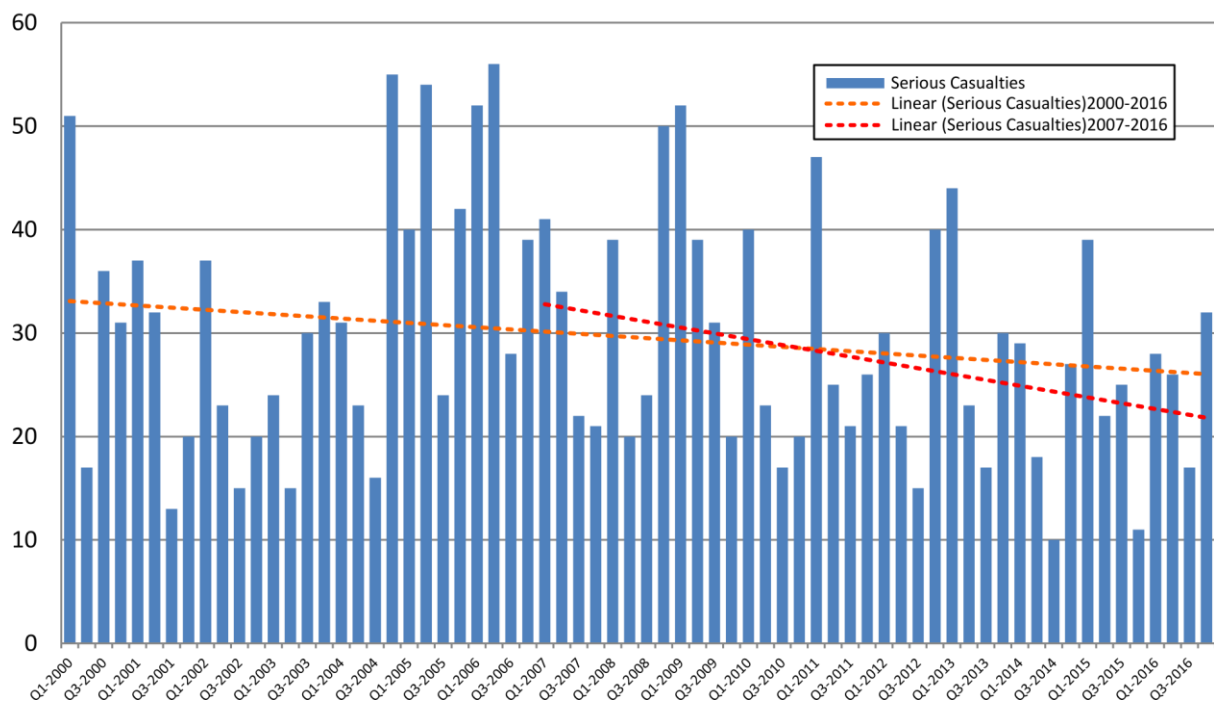
\*Depicts serious casualties for drivers of a motor vehicle from 16 – 25 years of age

## Older Drivers



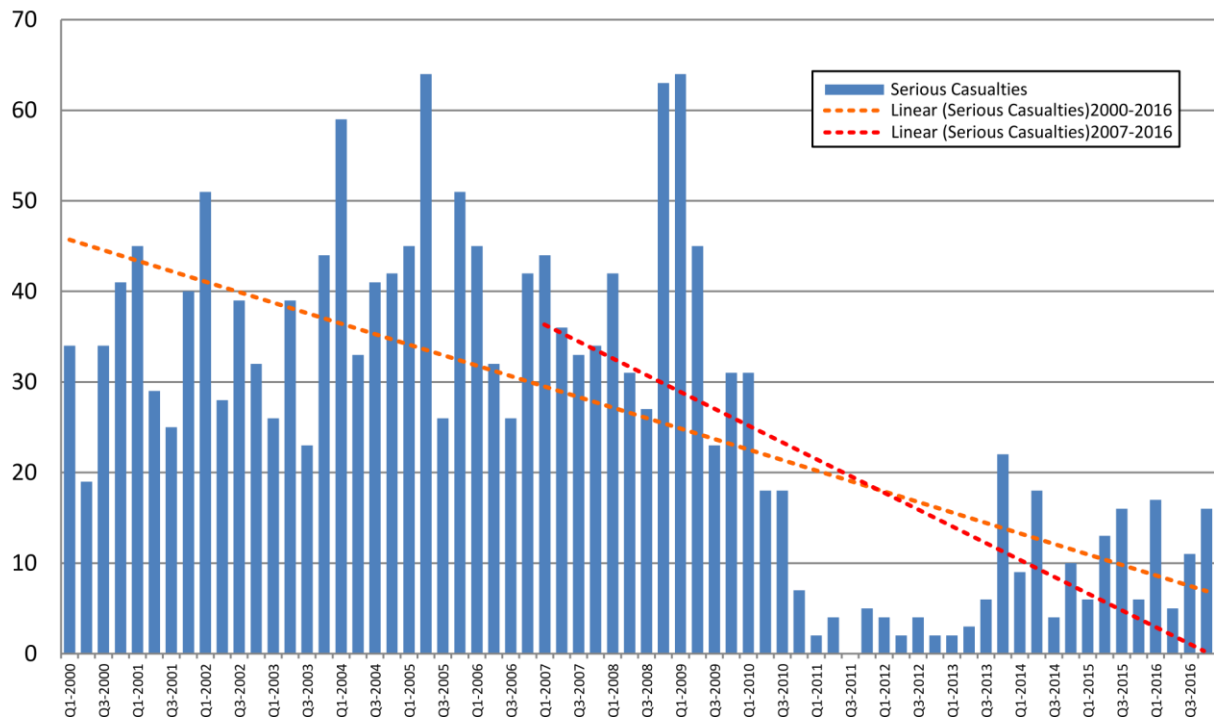
\*Depicts serious casualties for drivers of a motor vehicle from 65 – 99 years of age

## Speed



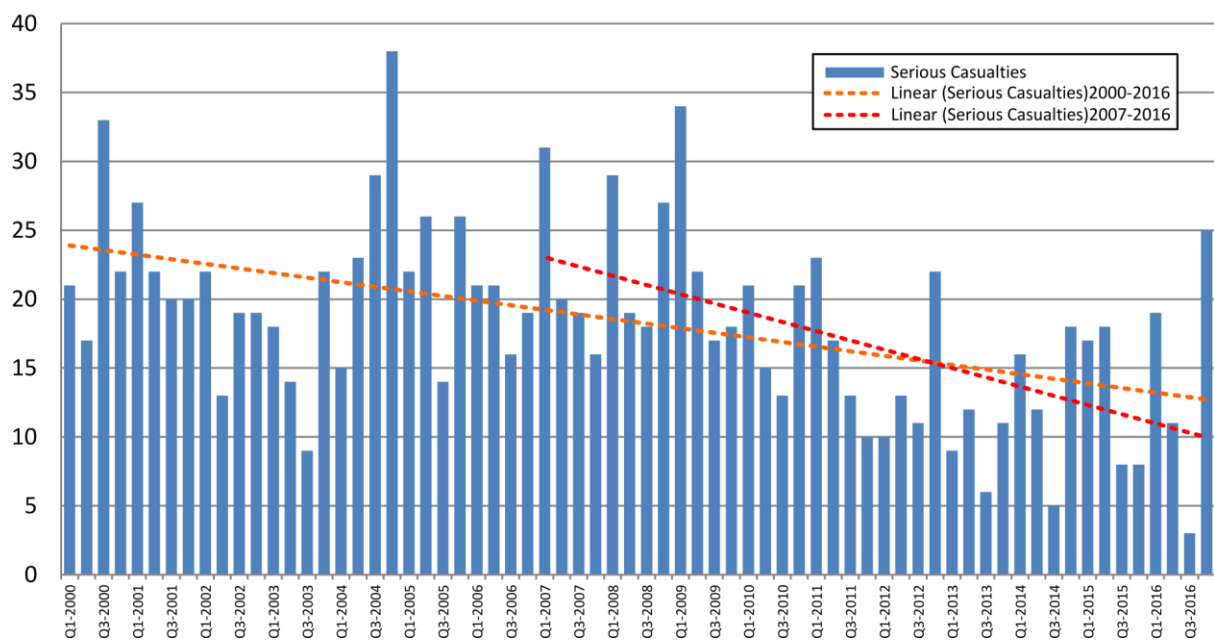
\*Depicts serious casualties where the crash factor of exceeding the speed limit and/or excessive speed for the conditions/circumstances is listed as a contributing factor to the crash. There may be instances where both speed factors are recorded for a single crash.

## Inattention



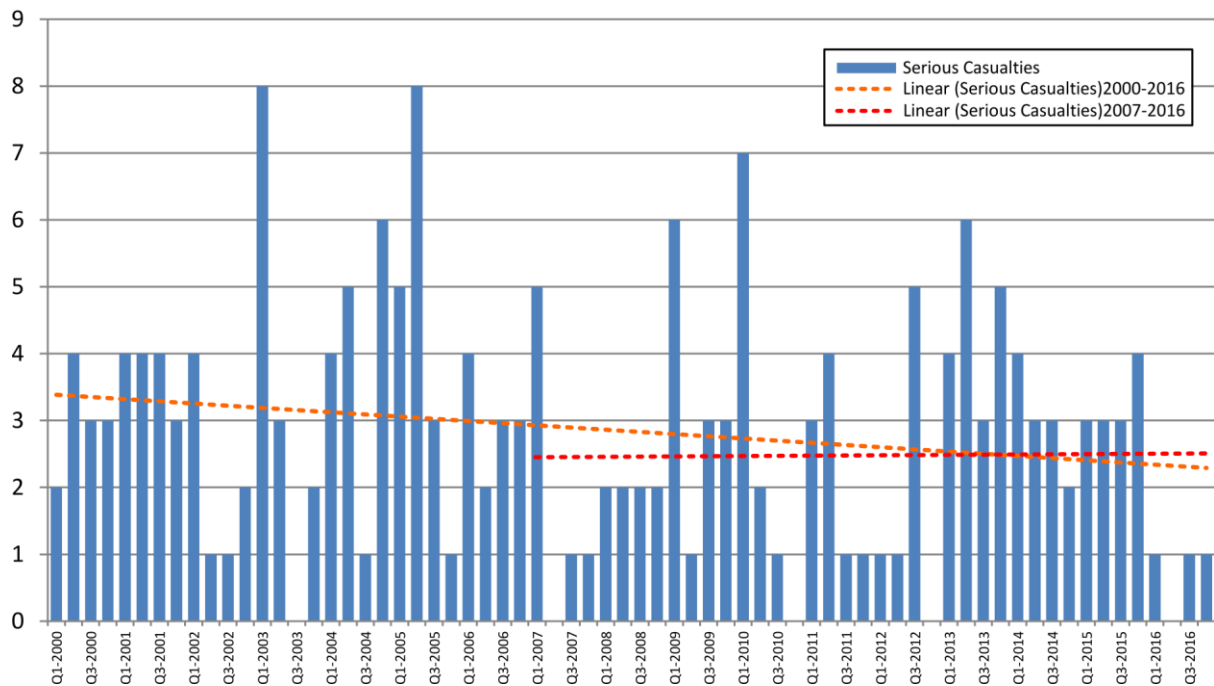
\*From 1 January 2011 'inattentiveness' will only be reported if there is no other relevant crash factor.

## Alcohol

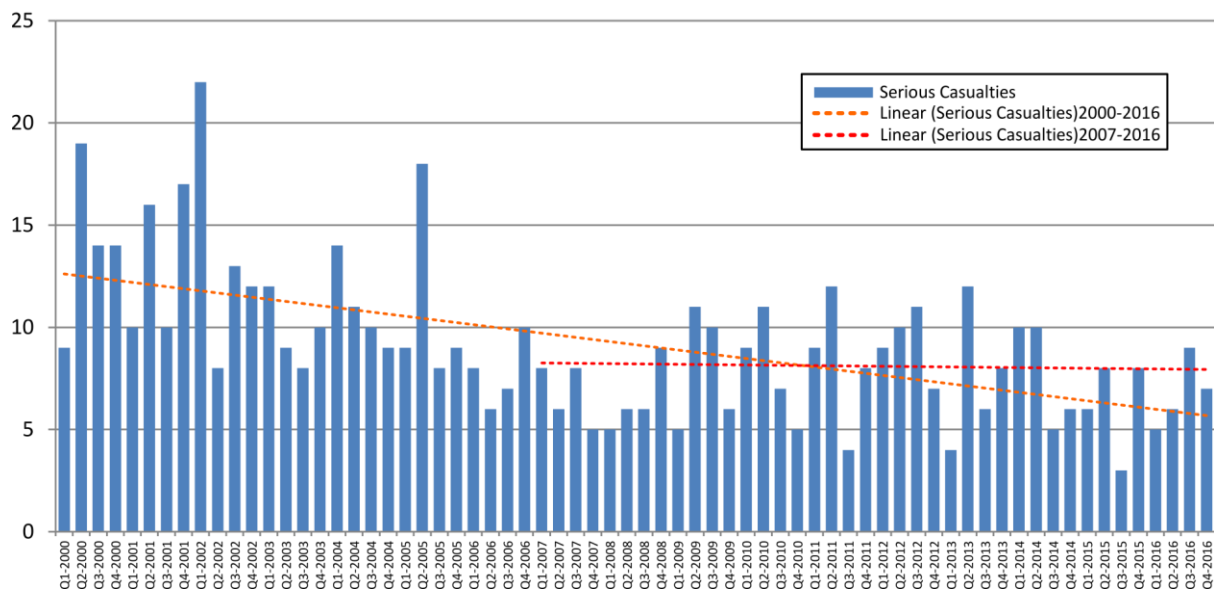


\*Depicts serious casualties where alcohol is listed as a contributing factor

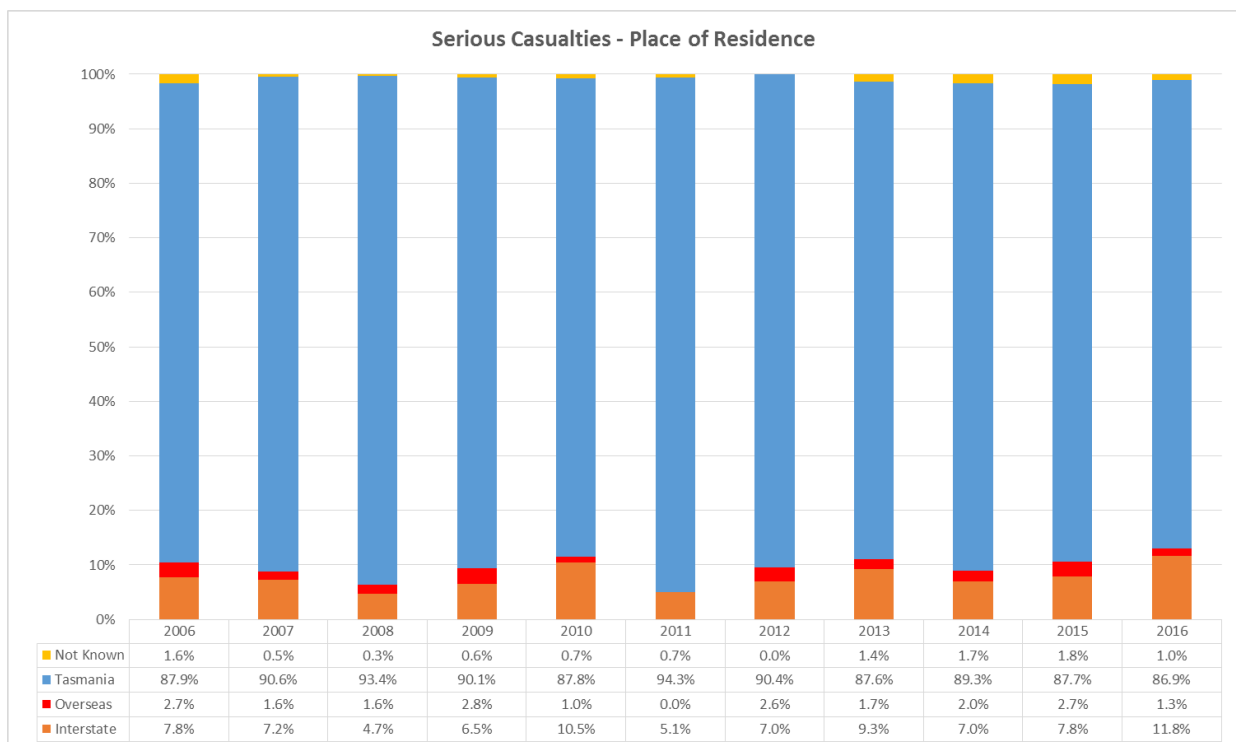
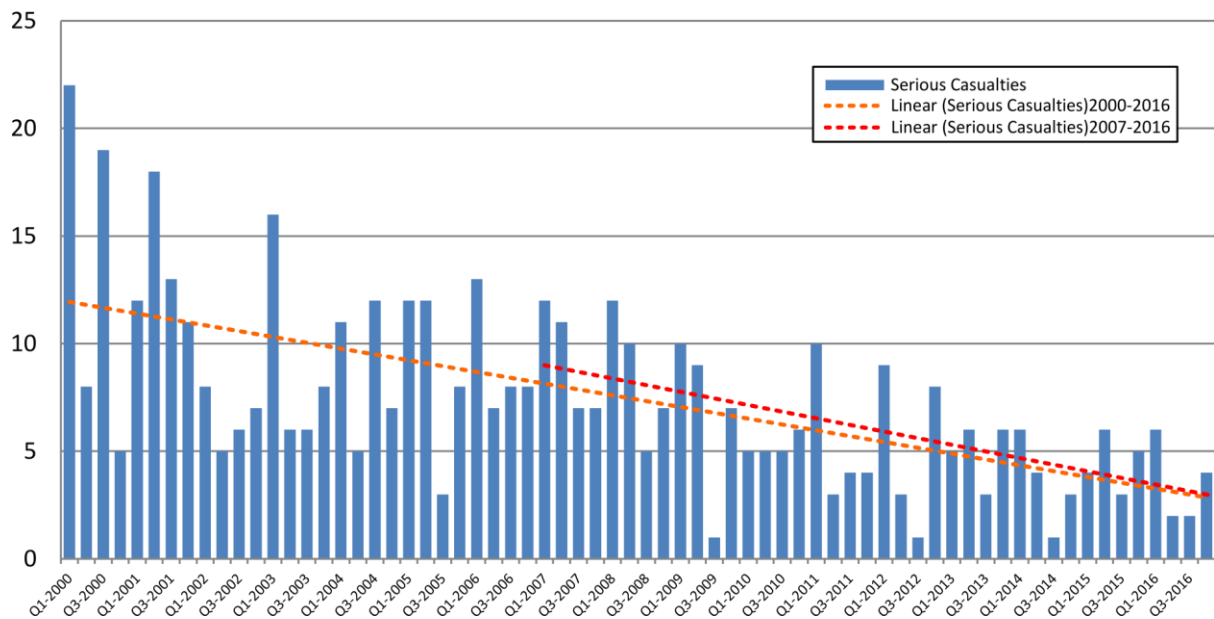
## Cyclists



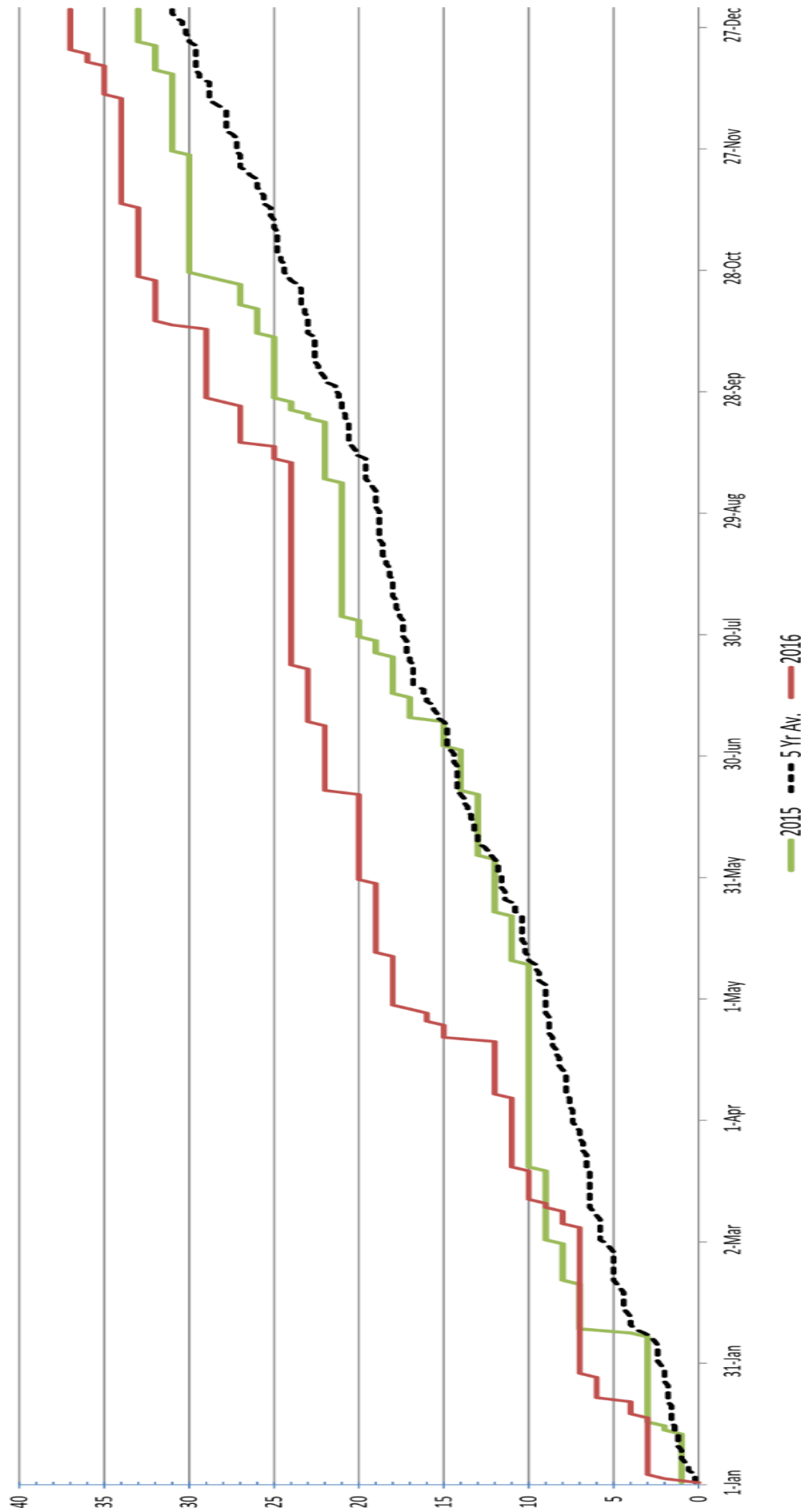
## Pedestrians



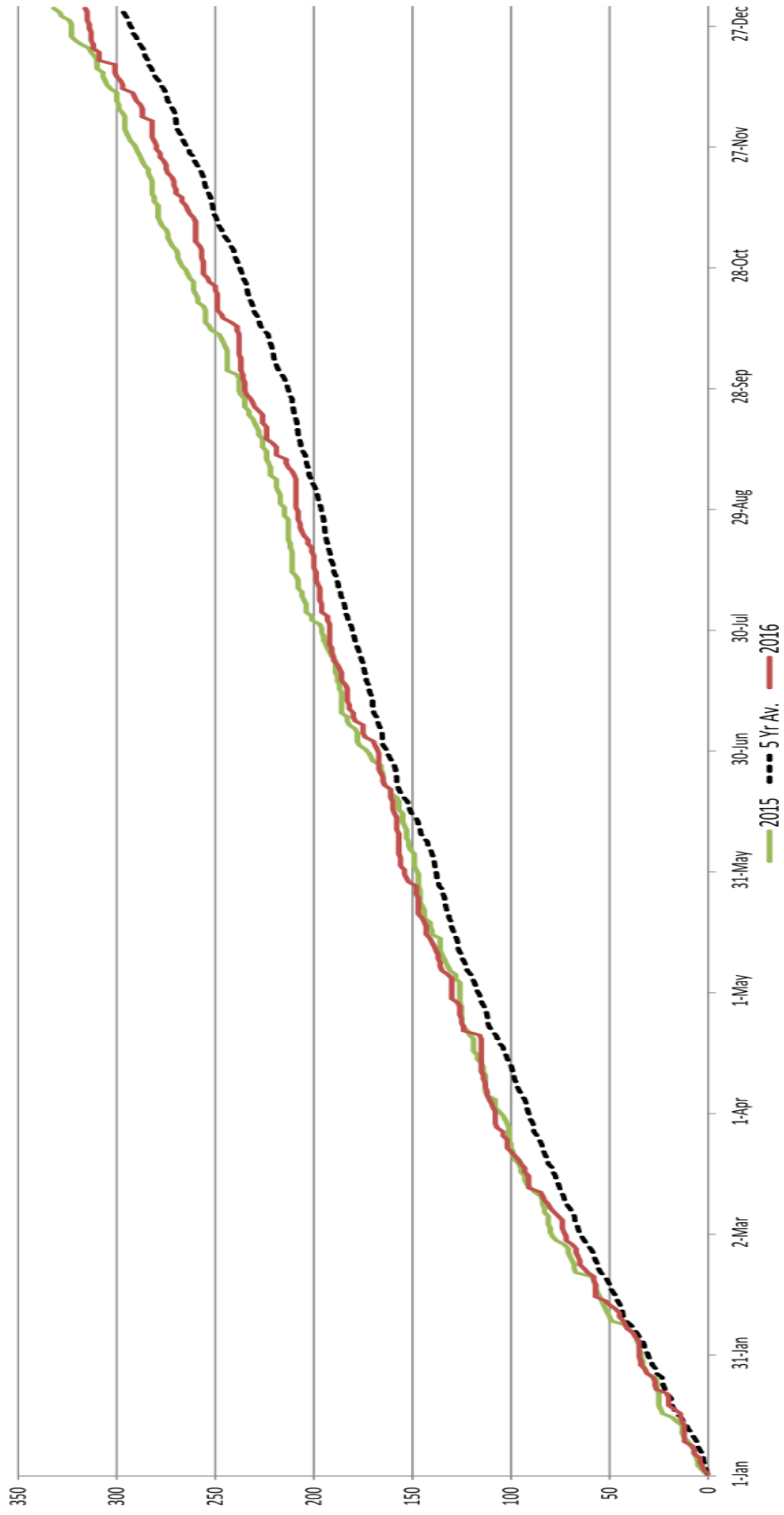
## Seat Belt Not Worn



Fatalities - 2016 cf. 2015 and 5 Year Average



Serious Casualties - 2016 cf. 2015 and 5 Year Average



## Statistics

Serious Casualty locations 2016 (Black = Fatal, Red = Serious Injury)

