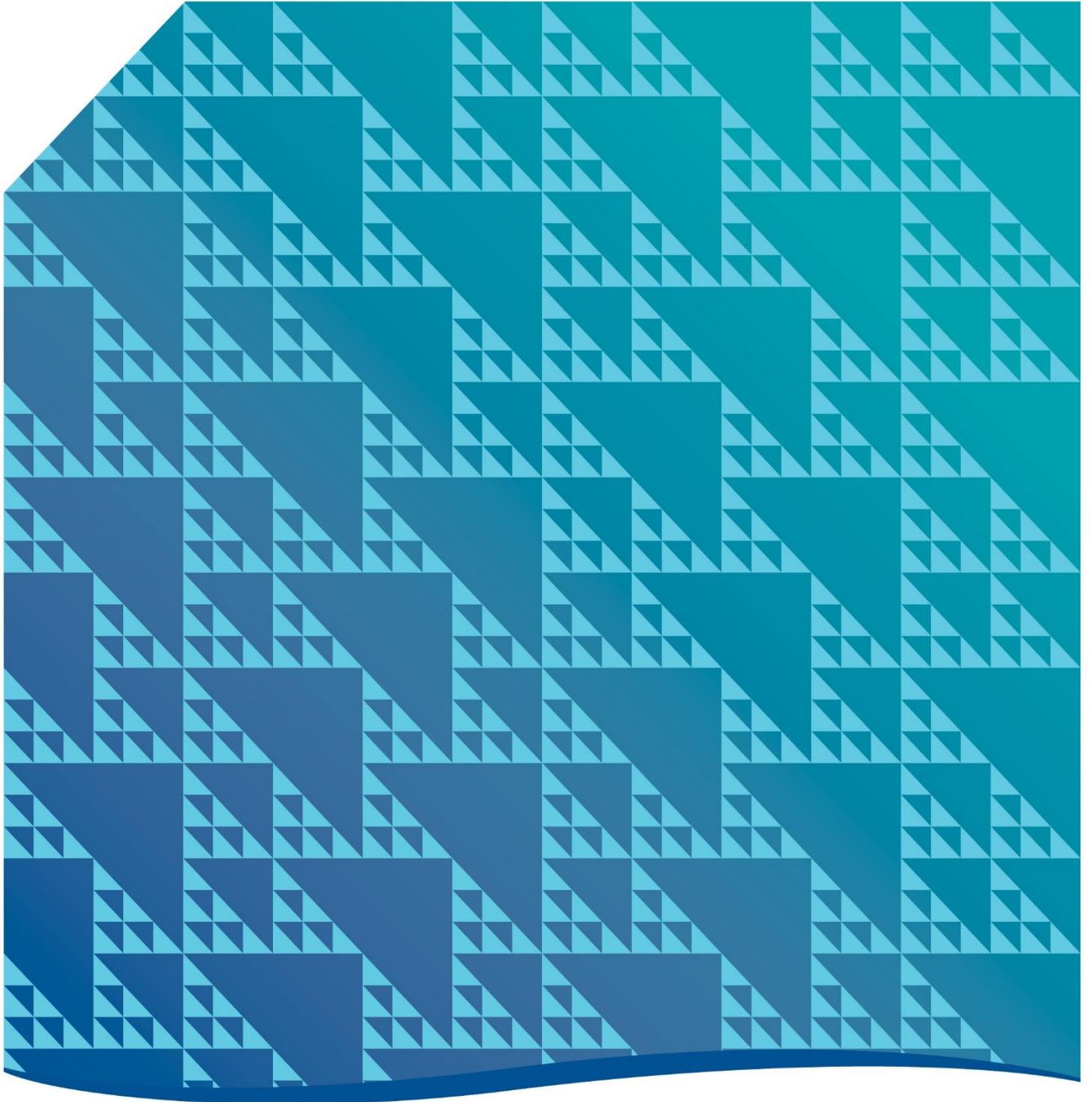


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Vulnerable Road User Program Guidelines



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Vulnerable Road User Program

The Vulnerable Road User Program (VRUP) provides an opportunity for local government to apply for funding for small-scale infrastructure treatments to improve road safety for vulnerable road users (pedestrians, motorcyclists and cyclists).

Vulnerable road users have a high risk of being severely injured in a crash with a motor vehicle as they are completely unprotected and have no physical protection to absorb crash energy.

Under the Safe System approach to road safety, the management and design of the road system is aimed at avoiding the impact of energy on the human body (Appendix 1). Secondly, it is managed at tolerable levels by manipulating speed, mass and crash angles to reduce crash injury severity. This approach underpins the Government's *Towards Zero – Tasmanian Road Safety Strategy 2017-2026* (reference 1).

Speed is at the heart of the Safe System with aspirational design speeds at 30 km/h (motor vehicle vs pedestrian/cyclist). Design options are to manage speeds to survivable levels and reduce impact angles. The roundabout is a design that follows these principles.

For crashes involving vulnerable road users the probability of being seriously or fatally injured in a crash increases significantly with speed.

Small-scale infrastructure treatments can improve the road safety for vulnerable road users. Depending on the location, measures to address vulnerable road user safety require different and varied infrastructure treatments. Applicants should refer to the Austroads report on *Towards Safe System Infrastructure: Compendium of Current Knowledge* to assist in the selection of appropriate infrastructure treatments (reference 3).

Local government is pivotal in reducing serious injuries and fatalities on Tasmanian roads. Local road safety issues are often best dealt with at a local level. Local councils are well placed to identify specific problems, especially for vulnerable road users, and devise appropriate infrastructure-based treatments.

Aim

The VRUP program aims to:

- minimise the opportunity for conflict between vulnerable road users and motor vehicles in urban and non-urban areas; and
- provide an opportunity for local councils to develop and implement small-scale, low cost, effective infrastructure treatments targeting vulnerable road user safety issues.

The program is funded from the Road Safety Levy and administered by the Department of State Growth (State Growth).

Mandatory criteria

All applications need to meet all the following criteria to be considered.

- The applicant must be a Tasmanian local council.
- All mandatory sections of the application form must be completed and include the design and schedule of works (of the proposed infrastructure treatment).
- The application must address an area of current, or potential, risk of conflict between motor vehicles and vulnerable road users.
- The application must deliver cost-effective infrastructure improvement.
- Applications not supported by a co-contribution from local council need to provide an explanation on this matter.
- The area targeted must be in an urban or non-urban location and on either a State or council-owned road.
- A minimum of \$10 000 can be requested and up to \$250 000 (GST excluded).
- The total project value cannot exceed \$250 000 (GST excluded), including any co-contribution from local council.
- The application must be for a new project.

Applications that will not be considered for funding include:

- additions to existing projects;
- maintenance infrastructure activity or administration costs incurred; and/or
- anything outside of the funding amount of \$10 000 to \$250 000 (GST excluded).

Assessment criteria

A risk management approach is used to assess applications. Applications that meet the mandatory criteria will be assessed against the following criteria.

- The likelihood of a crash occurring based on exposure rates (i.e traffic volume data) and the consequence of a crash.
- The potential crash reduction benefit(s) of the proposed infrastructure treatment.
- Co-contribution or explanation for applications not supported by local council funding.
- The use of the Safe System design tool (reference 4).
- Alignment with key directions under the Towards Zero Strategy.

The VRUP Assessment Committee conducts the assessment of applications. Membership is made up of representatives from the Road Safety and State Roads branches of State Growth.

Requirements

All grant recipients must sign an agreement with State Growth. This confirms State Growth's and the local council's responsibilities according to the application. The main provisions of this agreement cover the following.

Funding

- State Growth will commit to an agreed payment timetable based on the terms of the agreement and the amount funded for the approved project. For example, a project grant could be funded at key milestones (negotiated for each project), and/or at the project completion.
- State Growth may select a project at random for financial and/or compliance auditing.
- The local council is responsible for the project and the management of all associated activities and risks. State Growth's role is to provide funding.
- Funding for the project, including what is received from State Growth, must be included in the local council's annual reporting.

Reporting

- The local council is required to notify State Growth when the project is complete.
- A completion audit is to be undertaken by State Growth once the project is complete. Final payment will only be made by State Growth once this has occurred.

Legislation compliance

- The local council will need to consider if the approved project is subject to any legislation. This includes, but is not limited to, the *Roads and Jetties Act 1935*.

Publicity

- State Growth may use the information from the approved project for business purposes. For example, State Growth may use the data, project outputs and/or financial information as a showcase to other local councils, or use photos as examples to put on Tasmanian Government websites or in support materials.

Variations

Approved projects must not be varied unless the variation is approved by the VRUP Assessment Committee. A variation includes the use of different infrastructure treatments to those detailed in the application, and/or a variation in the funding amount.

Requests to vary the approved project must be accompanied by supporting information, including details and revised design and schedule of works.

Reference documents

The following documents can be utilised to inform applications.

1. [Towards Zero – Tasmanian Road Safety Strategy 2017-2026](#)
2. [Towards Zero – Tasmanian Road Safety Action Plan 2017-2019](#)
3. [Austrroads, Towards Safe System Infrastructure. A compendium of current Knowledge, AP-R560-18](#)
4. [Austrroads, Safe System Assessment Framework, AP-R509-16](#)
5. [Austrroads, Embedding Safe System in the Guide to Traffic Management, AP-R595-19](#)

Appendices

Appendix I Portrayal of the Safe System

