

GUIDELINES

Roadside Crash Markers

1. Purpose

These Guidelines have been prepared to assist local government implement the Roadside Crash Marker Program. The program aims to:

- Raise road safety awareness by identifying where fatal and serious injury crashes have occurred.
- Involve local communities in a positive way in road safety issues that affect them.
- Reflect the Government's ongoing commitment to community road safety partnerships as detailed in the *Tasmanian Road Safety Strategy 2007-2016*.

2. Background

Roadside crash markers are standard roadside guideposts, painted black or red with a symbolic reflector, which marks locations where fatal or serious injury crashes have occurred, with one post representing one particular crash. A black marker post identifies the location of a fatal crash, while a red marker post indicates where serious injury crashes have occurred. For a crash where there is more than one fatality or serious injury, reflective crosses or strips can be applied to the marker post to represent each additional injury or fatality.

Explanatory information signs indicating the existence of the Roadside Crash Marker Program in a municipality are not compulsory. However, local government authorities wishing to display explanatory information signs can liaise with the Department of Infrastructure, Energy and Resources (DIER) to arrange installation. This will usually occur on state-owned roads at key entry points to the municipality. The signage will be funded and installed by DIER.

2. Scope

For communities who want roadside crash markers installed DIER will:

- Make available road safety consultants to assist and advise local government authorities to implement the Roadside Crash Marker Program.
- Assist local government authorities to automatically install roadside crash markers for fatalities occurring in participating municipalities.
- Only install roadside crash markers for serious injury crashes in a participating municipality, at the request of the concerned individual or their primary guardian.
- Notify the local government authority when roadside crash markers are to be installed and also removed.

To recognise that the road environment, driver attitudes and vehicle safety may alter DIER, in conjunction with local government authorities, will:

- Not install roadside crash markers for crashes that have occurred more than 3 years previous to the date of request.
- Manage the removal of roadside crash markers 5 years after installation

This program identifies the site of fatal or serious crashes in rural areas. At this stage, it would be problematic to implement the program in urban areas.

3. Definitions

For the purpose of the Roadside Crash Marker Program:

A fatality crash is where a person is killed at the time of the crash or dies of injuries sustained in the crash within 30 days of the crash.

A serious injury crash is defined as a crash in which a person sustains serious injury and is hospitalised for a period of five days or longer.

4. Consultation with Community

4.1 Fatalities

The automatic installation of roadside crash markers for fatal crashes will be conducted in association with the Coroner's Office. Approximately 3 months after the fatality has occurred the Coroner will inform the next-of-kin by letter of the impending placement of a marker.

Crash markers will not be installed where the crash has been officially determined by the Coroner to be the result of a suicide or medical condition. Where these instances are suspected the Coroner's Office will delay contacting next-of-kin until the official Coroner's Report is completed.

Should a family require more information about the Roadside Crash Marker Program or object to the placement of a roadside crash marker, they can contact the Manager, Road Safety Operations Branch, DIER.

4.1.1 Requests from next-of-kin

In participating municipalities, crash markers can be installed for a fatal crash that has occurred up to 3 years previously if requested by a next-of-kin family member.

Roadside crash markers will not be placed against the wishes of the next-of-kin family members. In the case where a multiple fatality has occurred the families of all victims

must be agreeable before the roadside crash marker can be placed. If an objection occurs from a next-of-kin family member of one of the victims, then the roadside crash marker will not be placed.

Requests for the installation of roadside crash markers and consultation processes should be dealt with in a sensitive manner.

4.2 Serious Injuries

Where serious injuries have been sustained in a crash DIER will approve a roadside crash marker if the individual concerned or their primary guardian requests that a marker be placed.

Information relating to serious injury roadside crash markers will be promoted to Tasmanian communities.

4.3 Awareness Raising

General awareness raising of the Roadside Crash Marker Program is to occur through advertising in local newsletters / media and by communication through community support networks. Local government authorities can assist in awareness raising through promoting the program in local community publications.

4.4 Handling of Issues / Concerns

The installation and removal of roadside crash markers may be a sensitive issue for families, individuals and community members.

In circumstances where the installation of a roadside crash marker is opposed by a person in the community who is not a family member, the conflict should be resolved locally where possible with the assistance of an identified local government officer. This process may involve an existing group, Road Safety Committee or Community Safety Committee.

Where a grievance or dispute cannot be handled locally the matter can be referred to the Manager of Road Safety Operations, DIER.

Cases may also occur where a family initially agrees to the installation of a roadside crash marker and later requests its removal. In these situations the roadside crash marker will be removed.

Some families may not support identification of the site with a cross on the roadside crash marker, as this may be culturally inappropriate. In such cases a reflective dash may act as a substitute.

The Road Safety Operations Branch (refer section 8) is available to assist with these issues. In conjunction with DIER's road safety consultants, the Road Trauma Support

Team (Tasmania) will also be available to assist with sensitive issues relating to installation and removal of crash markers.

5. Roadside Crash Markers - Types and Appearance

The roadside crash markers should conform to DIER's current Performance Based Specification for guideposts (Construction Specification R62).

Roadside crash markers for fatality crashes are black.

Roadside crash markers for serious injury crashes are red.

A small reflective cross will be attached to the black fatality roadside crash marker posts. A reflective rectangle offset by twenty-five degrees will be attached to red serious injury roadside crash markers. Roadside crash markers with reflective material must be fitted with Class 1 reflective material (Appendix 1).

6. Installation and Removal Requirements

The relevant regional road safety consultant (DIER) will inform local government authorities when crash markers are scheduled for installation and/or removal.

Roadside crash markers must be installed at the roadside adjacent to where crashes have occurred and in accordance with the following requirements:

- Roadside crash markers should be placed in line with existing guideposts or no less than 1.5 metres away from the edge of the road where there are no existing guideposts.
- Roadside crash markers should be placed no closer than 3 metres from an existing guidepost.

Roadside crash markers need to be placed in the same line to the guideposts to present a coherent line and patterns of delineators to the night driver. Particular attention should be paid to the vertical and horizontal alignment of guideposts and their spacing in accordance with AS 1742.2

- Extraneous delineators not conforming to the pattern shall not be permitted. In the situation where it is deemed necessary for a roadside crash marker to be located outside the line of guideposts, a reflective delineator on the roadside crash marker cannot be used.
- On roads that are provided with guard railing, roadside crash markers must be positioned 300 millimetres behind the rail.
- Roadside crash markers must be placed no closer than 10 metres to an intersection or junction.

- Roadside crash markers will be placed where appropriate road infrastructure permits. Primarily this will only be at sites where guideposts exist.
- Before roadside crash markers are placed in position, it is essential to ensure no underground services will be affected.

Installation and maintenance of the roadside crash markers are the responsibility of the local government authority and must be conducted by authorised local government personnel. The installation and maintenance of the roadside crash marker must be conducted in accordance with the Tasmanian Code for Traffic Control at Worksites. The situation where a member of the community is placed at risk whilst installing or maintaining a roadside crash marker must be avoided.

A standard permit is available to all local government authorities wishing to place roadside crash markers. The permit, once completed, will remain active indefinitely. There is no need to apply for additional permits regarding each roadside crash marker (Refer Appendix 3).

Local government authorities must obtain a permit from DIER before an explanatory sign (refer Appendix 2) is placed on a state road. Road safety consultants will assist local government authorities with processing permits and identifying appropriate locations for the explanatory signs.

Road safety consultants (DIER) will inform Council contacts when the 5 year period has lapsed and it is time to remove the crash marker.

7. Register of Markers

DIER's Land Transport Safety Division will maintain a register of roadside crash marker locations.

Local government authorities will be required to inform DIER's relevant regional road safety consultant of the date of installation of each crash marker.

8. Funding

DIER will provide all roadside crash markers to local government authorities wishing to participate in the Roadside Crash Marker Program.

Local government authorities may seek assistance in regard to provision and installation of any explanatory signage identifying the Roadside Crash Marker Program. DIER will provide the signs and fund their installation.

9. Contacts

DIER's Road Safety Consultants are available to assist with the coordination and implementation of this program.

For further information and assistance please contact the:

Road Safety Operations Branch

Manager Ph. 03 6233 5290

Regional Office Contacts:

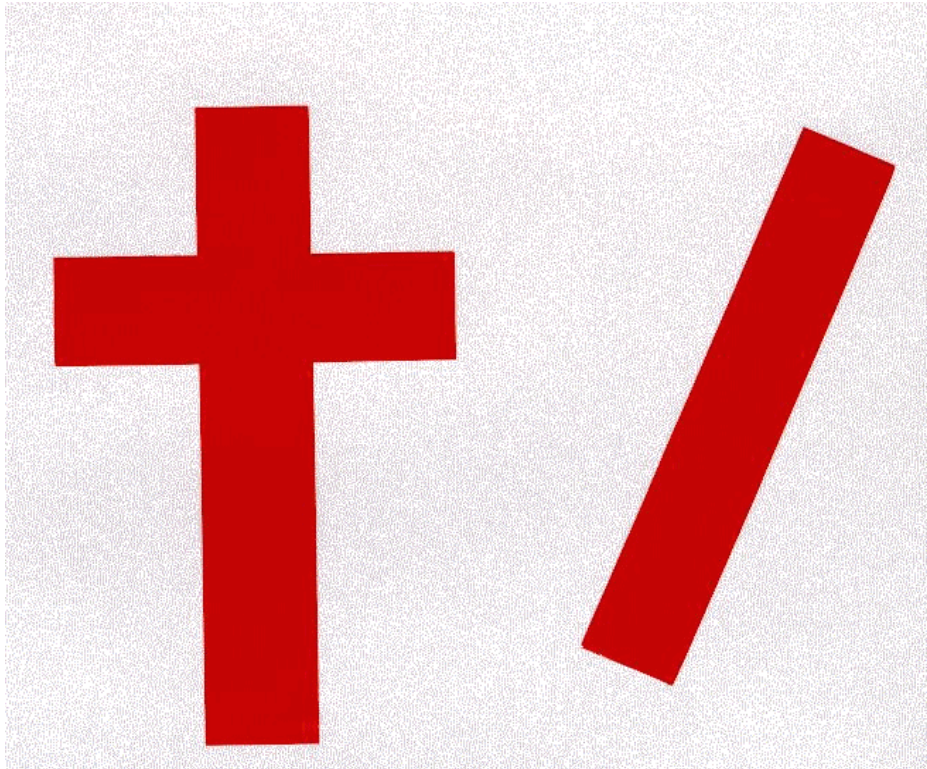
Hobart Ph. 03 6233 5322

Launceston Ph. 03 6336 2115

Burnie Ph. 03 6434 6490

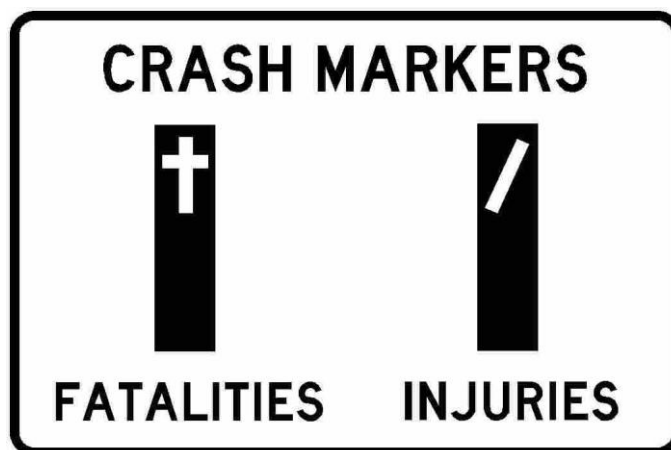
Appendix 1

Sample of Crash Marker Reflectors



Appendix 2

Explanatory signs





1800x300



Appendix 3

ROADSIDE CRASH MARKER WORKS PERMIT

This permit is issued in accordance with the provisions of the *Roads and Jetties Act 1935*, Section 16. The permit authorises the Permit Holder and their Contractor, or Agent, to carry out the works described, subject to the conditions specified.

PERMIT NO. CMXXXX

FILE NO.

Permit Holder:	XXXXXX Council	Contact Number:	
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Conditions:

1. Scope of works:

This permit is valid for those works necessary for the installation and removal of Roadside Crash Markers in the road reserve of State roads in the permit holder's municipal area.

2. Validity period:

This permit is valid indefinitely whilst agreeable to both the Department and the permit holder. The permit holder may arrange to have the permit reviewed, revised and re-issued by request to the Department (see 3).

3. Contact with the Department:

The Department's Contact Officer for this permit is << relevant officer >> ph: XXXXXXXX. This officer should be notified of any significant delays or changes to works programs that may affect the installation or removal of markers, so that potential impacts on the Department's road works program can be avoided.

In the event of an emergency, the Statewide Emergency Contact telephone number for road and bridge emergencies is **1800 005 282**. The permit holder shall include this number in its work procedures/instructions.

4. Costs:

Markers will be provided to the permit holder by the Department. The permit holder is responsible for all costs for the installation or removal works, including any alterations required by the Department, or repair of any damage to road pavement, shoulder, verge, drainage or other structures caused by the works, or in the carrying out of the works.

5. Construction standards:

The permit holder is responsible for ensuring that the markers are installed or removed in accordance with Part 6 of the Department's Land Transport Safety Division **Guidelines – Roadside Crash Markers**. A copy of the Guidelines is provided with this permit, or can be downloaded from the Department's website at:

http://www.transport.tas.gov.au/pdf/publications/Roadside_Crash_Markers_Guidelines.pdf.

6. Services:

The permit holder is responsible for locating all services prior to starting works and will be liable for any costs, claims, proceedings and demands in the event of damage to any services as a result of these works.

7. Other approvals:

The permit holder is responsible for obtaining any other required approvals from other relevant authorities, including any environmental permits or clearances that may be required under any applicable legislation or State policy. The permit holder is liable for any compliance failure.

8. Traffic management:

The permit holder is responsible for ensuring adequate and appropriate traffic management at the work site. Traffic management plans must comply with all relevant standards, specifications and codes of practice and all traffic control must be performed by appropriately accredited traffic control personnel. The Departmental specification relevant for works on State Roads is General Specification G3, which can be downloaded from the Department's website at:

http://www.transport.tas.gov.au/road/specifications/specification_listings.

All works within the road reservation must also comply with all relevant Occupational Health and Safety regulations.

Please direct any queries to the Contact Officer (see 3).

9. Management of worksite:

- a. The permit holder is responsible for maintaining the worksite during works, especially for ensuring that the carriageway is kept clean and tidy and free of debris. The permit holder is responsible for any claims from the public arising from debris from the works tracked over the State road pavement.
- b. The permit holder is responsible for ensuring that the area is left in a neat and tidy condition at the completion of works, with any spoil or excess materials to be removed from the site.

10. Inspection of works:

- a. The Department reserves the right to inspect the worksite at any time during, or on completion of, the works to ensure compliance with these conditions. The permit holder will be responsible for the costs for any changes required to bring the works into compliance with these conditions.

11. Maintenance

The permit holder is responsible for the maintenance of the markers.

12. Indemnification:

The permit holder will save and keep indemnified the Crown in the right of the State of Tasmania against all or any costs, claims, proceedings and demands whatsoever and by whomsoever arising out of or in respect of the works undertaken in the State road reservation.

13. Acceptance of conditions:

Commencement of work is deemed acceptance of these conditions. Failure to comply with all these conditions may result in the permit holder being liable for a fine and/or the cost of rectification works.

Director Traffic and Infrastructure

For and on behalf of

Minister for Infrastructure

Date