
1. WELCOME, ATTENDANCE APOLOGIES

Attendees:

Mr Garry Bailey, Chair
Ms Michelle Harwood, Executive Director, Tasmanian Transport Association (TTA)
Ms Alison Hetherington, President, Tasmanian Bicycle Council (TBC)
Mr Jonathan Higgins, Assistant Commissioner, Tasmania Police
Dr Ian Johnston, Road Safety Expert
Mr Paul Kingston, CEO, Motor Accidents Insurance Board (MAIB)
Mr Mark Mugnaioni, CEO, Royal Automobile Club of Tasmania (RACT)
Dr Katrena Stephenson, CEO, Local Government Association of Tasmania (LGAT)
Mr Gary Swain, Deputy Secretary Transport Services, Department of State Growth (State Growth)

Apologies:

Mr Paul Bullock, President, Tasmanian Motorcycle Council (TMC)

Observers:

Mr Martin Crane, General Manager Road User Services, State Growth
Ms Ange Green, Manager RSAC Secretariat, State Growth
Mr Craig Hoey, Manager Road Safety, State Growth
Mr Luke Manhood, Inspector, Tasmania Police

1. WELCOME

Garry Bailey welcomed members and observers to the 41st meeting of the Road Safety Advisory Council (RSAC).

2. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC members endorsed the minutes and noted the actions from the 10 March 2020 RSAC meeting.

Members noted year-to-date crash analysis nationally and internationally.

Nationally, road fatalities for 2020 are below the comparative year-to-date figures for 2019 and the five year average. This is associated with reduced traffic volumes, particularly during March and April this year, as a consequence of COVID 19 'stay at home' public health measures. The number of people killed on Tasmanian roads this year are higher than at the same time last year (24 compared 19) and the five year average (caution needs to be taken as the small numbers for Tasmania are subject to volatility).

Preliminary research across a number of European countries indicates that road trauma levels fell in April 2020 in response to reduced traffic volumes associated with COVID 19 containment measures. However, the reduction was not even across countries and was not to the extent that would be anticipated with the levels of reduced traffic. Analysis suggests that several factors may have attributed to why deaths in general did not decline by the same degree as traffic volume, which include:

- Increased incidents of speeding leading to higher severity crashes
- greater numbers of vulnerable road users on unprotected infrastructure, and
- changes to enforcement levels.

Actions

- State Growth to circulate a copy of the presentation with the meeting Minutes and Actions.
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3. ACTION PLAN FUNDING 2020-21 - PRESENTATION

RSAC noted the presentation about Action Plan funding for the five-year period and for 2020-21. Members noted work undertaken by the Centre for Automotive Safety Research (CASR) in developing the 10-year Strategy and the modelling of Safe System countermeasures and their effectiveness in reducing serious casualties in Tasmania. The alignment between infrastructure spending and crash risk was discussed. It was noted that no budget allocation has yet been made for the introduction of automated speed enforcement and RSAC discussed the future consideration of re-allocation of funds from the infrastructure funding, especially in the context of the largest capital infrastructure program being undertaken in Tasmania. RSAC discussed the potential impact of COVID-19 on the forecast budget, and noted that estimated revenue was conservative.

Actions

- State Growth to circulate a copy of the presentation with the meeting Minutes and Actions.
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4. DRIVER READY SUPPORT PACKAGE

RSAC noted that the Minister approved funding of \$250 000 from the Road Safety Levy to fund the Driver Ready Package. The package provides for one free lesson for learners who obtained their licence after 19 March 2020 and for P1 learners that fail their P1 licence test from June to November 2020. With the cessation of driving instruction due to COVID-19, the package provides support to learner drivers and the driver instruction industry. It was noted that take up has been slow and that the lessons will be offered to Learner Driver Mentor (LDMP) participants who have not been able to complete their supervised driving hours. The package also supports the Graduated Licensing System changes.

Driving instruction was discussed more broadly and the RACT and State Growth will meet off-line to discuss this matter further.

Actions

- RACT and State Growth to discuss driving instruction off-line.
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5. ELECTRONIC SCHOOL ZONE SPEED LIMIT SIGNS - FUNDING

RSAC members noted that Electronic School Zone Speed Limit Signs are at the end of their operational life and need replacing. The cost of replacing the signs is \$7.2 million. RSAC previously approved \$4 million as part of the Action Plan budget approval in June 2020 and the Australian government has committed an additional \$1.5 million to replace the signs. Approval will be sought for a further \$1.7 million from the Levy in the 2021-22 financial year.

RSAC noted that State Growth will organise a media event to launch the new signs, funded by the Levy.

Actions

- State Growth to organise a media event with the Minister to launch the new electronic school zone speed limit signs.
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6. LAKE LEAKE ROAD MOTORCYCLE SAFETY IMPROVEMENTS

RSAC members noted that \$350 000 from the Road Safety Levy has been allocated for the installation of low-cost infrastructure treatments to improve safety for motorcyclists on Lake Leake Road. This is an ongoing audit program funded under the Making our Rural Roads Safer theme budget. The works will be project managed by the State Roads Division. An evaluation methodology will be developed for this project.

7. AUTOMATED SPEED ENFORCEMENT – STATUS REPORT

RSAC noted that the Automated Speed Enforcement (ASE) project was paused in March 2020 due to COVID-19. RSAC discussed funding for the project noting that re-allocation of funds would likely come from the Making Rural Roads Safer theme. RSAC discussed the allocation of Road Safety Levy funds to improving infrastructure and State Roads infrastructure program. RSAC noted that over the life of the Strategy \$1.5 billion will be invested into network upgrades. The Levy has in the past been used to leverage federal funding. Safety improvements funded by the Levy complement the roads program, are additional projects and target roads that would not be funded from the Capital program.

The Road Safety Branch will progress the project, review the business case and reconvene the ASE Steering Committee within the next four weeks. Following the Steering Committee meeting RSAC will consider the capital funding out-of-session and the business case will be provided to RSAC at its November 2020 meeting. RSAC noted that funding for ASE could be brought forward from 2021-22 levy funds. RSAC discussed fines revenue and community support for revenue being used for road safety purposes rather than going to Consolidated Revenue.

Actions

- State Growth to reconvene the Automated Speed Enforcement Steering Committee.

- State Growth to provide an out-of-session Minute to RSAC for consideration of capital funding.
 - State Growth to provide the ASE business case to RSAC at its November 2020 meeting.
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8. CAPACITY BUILDING – MEMBER PRIORITIES – REPORT BACK

RSAC members noted the outcome of the out-of-session request for RSAC members' priorities in the context of the Capacity Review report undertaken by Corben Consulting. The issue raised by all members was that of the need for increased police enforcement. RSAC has indicated that the Automated Speed Enforcement project is a high priority under the Action Plan.

9. DEVELOPMENT OF ROAD SAFETY KPIS

RSAC noted the presentation about the development of road safety KPIS for the Strategy and Action Plan. The need for development of KPIS was identified in the Corben Capacity Review. Safety performance indicators are also being developed at the national level, to support the next National Road Safety Strategy. An options paper identifying potential KPIS will be presented to RSAC at its November 2020 meeting. The importance of collecting baseline data was also noted by RSAC.

Actions

- State Growth to provide an options paper identifying potential KPIS to RSAC at its November 2020 meeting.
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10. ANNUAL REPORT TEMPLATE

RSAC endorsed the proposed template for the RSAC Annual Report. The report will report on progress against the Strategy and Action Plan for each calendar year and will be presented to RSAC at its March meeting each year.

11. VULNERABLE ROAD USER PROGRAM (VRUP) – 2020 FUNDING ROUND

RSAC noted the outcomes of the VRUP 2020 funding round. The annual budget for VRUP is \$1 million. Over the life of the program \$4.2 million has been awarded with a value to the community, through co-contributions, of \$7.35 million. In the 2020 funding round, 28 applications were received totalling \$1.8 million. 20 projects were selected totalling \$831 941, with a value of \$1.295 million. Meander Valley withdrew a selected project and 19 projects will now be undertaken at a cost of \$796 941. State Growth will undertake workshops with councils to consider improvements to the program.

12. LEARNER DRIVER MENTOR PROGRAM (LDMP) – 2020 FUNDING ROUND

RSAC noted the outcomes of the LDMP 2020 funding round. \$1 million is available for the LDMP each year. 16 applications from existing LDMPs were received with two applications from organisations seeking to establish new programs. The funding request totalled \$1.047 million. 16 applicants were awarded a total of \$787 574 and Driver Mentoring Tasmania

(DMT) received funding of \$138 000. \$113 000 was allocated for one-off initiatives to replace vehicles and to retain mentors.

13. COMMUNITY ROAD SAFETY GRANTS PROGRAM (CRSGP) – 2020 FUNDING ROUND

RSAC noted the outcomes of the CRSGP 2020 funding round. \$200 000 is available for the CRSG each year. Nine applications totalling \$207 304 were received. Five programs received funding to a total of \$94 094. The remaining funding of \$106 905 will be used for capacity building with local government, community groups and safety committees.

14. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 JUNE 2020

RSAC noted the Quarterly Progress Report to 30 June 2020, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*. RSAC discussed the method of reporting in the progress report and overestimation of success in terms of effectiveness in reducing serious casualties.

Actions

- State Growth to review reporting language in the progress report.
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15. CHAIR'S REPORT

RSAC noted the Chair's report. There was a general discussion about support for reduced speed limits being instigated by Hobart City Council.

16. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last two quarters.

17. PROGRESS REPORT: EDUCATION AND ENFORCEMENT SUB COMMITTEE (EESC)

RSAC noted the Education and Enforcement Sub Committee's progress report. RSAC noted that Sub-Committee had discussed the impact of COVID-19 and the cancellation of festivals and subsequent reconsideration and re-allocation of the sponsorship budget. The enforcement campaign research was discussed and the decision to wait for the ASE project to be finalised before a new enforcement campaign is produced. The provision of broader police enforcement statistics to both Sub-Committee and RSAC was noted.

18. OTHER BUSINESS

RSAC discussed the Local Government Safe System Guiding Principles Framework from Western Australia and its potential adaptation for use in Tasmania by LGAT. The framework could be used to support partnerships between councils and State Government. It was noted that work would need to include alignment with State Government safe system policy and that significant work would need to be undertaken to secure commitment from councils.

The National Road Safety Discussion Paper, July 2020 was also discussed.

Actions

- The local government safe system guiding principles framework from WA to be circulated with RSAC minutes.
 - The National Road Safety Discussion Paper, July 2020 to be circulated with RSAC minutes.
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