
1. WELCOME, ATTENDANCE APOLOGIES

Attendees:

Mr Paul Kingston, Acting Chair and CEO, Motor Accidents Insurance Board (MAIB)
Mr Paul Bullock, President, Tasmanian Motorcycle Council (TMC)
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 Dion Lester, CEO, Local Government Association of Tasmania (LGAT)
Mr Mark Mugnaioni, CEO, Royal Automobile Club of Tasmania (RACT)
Mr Gary Swain, Deputy Secretary Transport Services, Department of State Growth (State Growth)

Observers:

Ms Hannah Barta, National Policy Officer, State Growth
Ms Ange Green, Manager RSAC Secretariat, State Growth
Mr Craig Hoey, Manager Road Safety, State Growth

1. WELCOME

As Acting Chair, nominated by members of RSAC, Paul Kingston welcomed members and observers to the 44th 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 9 March 2021 RSAC meeting.

3. THE PLATES PLUS LEARNING PLATFORM

RSAC noted the presentation by Laura Searle, on the Plates Plus learning platform and new driver knowledge test, which support the new Graduated Licensing System (GLS). The platform and test will be launched shortly with a public education campaign to promote its use. The hazard perception test and electronic logbook are expected to be ready for release in mid-2021.

4. AUTOMATED SPEED ENFORCEMENT FUNDING

RSAC discussed progress in relation to the Automated Speed Enforcement Project and noted that procurement of additional automated speed enforcement devices has been delayed due to the State election, but is ready to progress pending ministerial approval of the Road Safety Levy budget for 2021-22. Further to the 2021-22 funding, and additional \$2 million from the

Road Safety Levy is required for the 2022-23 financial year, to enable a minimum two year contract period to offset possible price risk and encourage market interest. The in-principle allocation of \$2 million funding for 2022-23 was endorsed by RSAC.

RSAC discussed the analysis of historical speed data from traffic counters located across the State road network, which showed a consistent year-on-year increase in speeding behaviour since 2016. Over that time, the mean speed has increased by 0.8 per cent. This is of particular concern as research shows that a one per cent increase in mean speed equates to a four per cent increase in fatalities. The proportion of drivers travelling above the speed limit has also increased by 13 per cent and the proportion of drivers travelling at more than 10km/h above the speed limits increased by 18.7 per cent.

RSAC further discussed the Request for Tender which will include costs for additional devices and multi-function devices and for a trial of multi-function devices to be trialled as soon as possible, not at the completion of the speed camera trial. RSAC requested that information about the tender and the BCR for cameras be provided back to RSAC.

Actions

- State Growth to provide information about the tender and the BCR for cameras to RSAC.
-

5. 2021-22 ROAD SAFETY LEVY BUDGET APPROVAL

The RSAC noted Road Safety Levy expenditure for financial year 2020-21 relative to budget. RSAC endorsed the Road Safety Levy budget by theme for financial year 2021-22, the planned expenditure for individual initiatives and identified budget pressures, including funding of the automated speed enforcement program, additional funding for the Saving Young Lives theme and potential contributions to the Australian government Road Safety Program. Options for ameliorating these pressures are being considered by the State Growth. RSAC noted that a Minute to the Minister will be progressed, seeking approval of the 2021-22 Road Safety Levy budget at theme level.

Actions

- State Growth to progress a Minute to the Minister to seek approval of the 2021-22 Road Safety Levy budget at theme level.
-

6. REDUCED SPEED LIMITS AROUND EMERGENCY VEHICLES – EVALUATION OF RULE 79A

RSAC discussed the evaluation of rule 79A of the Road Rules 2019, requiring reduced speeds around emergency vehicles. Stakeholder consultation and public feedback has been evaluated and State Growth presented four options for consideration of RSAC, including amending the rule to include roadside assistance service vehicles, amending the rule to require drivers to slow to a reasonable speed on roads that exceed 80km/h, a combination of both former options or not amending the rule.

RSAC discussed the difficulties experienced by heavy vehicle drivers when trying to comply with the rule in higher speed zones. The speed differential can be problematic and could potentially lead to crashes on higher speed roads.

Whilst members agreed that roadside assistance service vehicles should be included, it was noted that the RACT also has its own framework for the safety of its workers attending incidents and that this framework should be reviewed against the Austroads guidelines.

RSAC endorsed option three, to extend the rule to roadside assistance service vehicles and to consider slowing to a reasonable speed in higher speed zones and requested that State Growth refine the details of this recommendation and come back to RSAC with the final option for amendment of the rule.

RSAC noted that additional funding may be required for a public education campaign to support any changes to the rule.

Actions

- State Growth to refine the details of amendments to rule 79A and come back to RSAC with the final option for amendment of the rule.
-

7. TASMANIAN SAFE SYSTEM INFRASTRUCTURE STRATEGY

RSAC discussed the Safe System infrastructure strategy for the Safer Rural Roads Network (State Roads) that represents around 30 per cent of the state network and accounts for around 35 per cent of serious casualties, with a personal risk score of 4.3 fatal and serious injuries per 100 million vehicle kilometres travelled, compared to 1 fatal and serious injury per 100 million vehicle kilometres travelled on the national highway.

RSAC endorsed State Growth progressing the approach to developing a package of projects designed to 'shovel ready' for available Road Safety Levy funds or if other funding becomes available. RSAC noted that a performance reporting framework is also being developed, including KPIs. It was also noted that improvements on the rural road network may not be restricted to infrastructure improvements but may include enforcement and speed management measures.

8. AUSTRALIAN GOVERNMENT ROAD SAFETY PROGRAM – PROJECT UPDATE

RSAC members noted the update about projects funded under the Australian Government Road Safety Program (RSP). A full list of projects was included for the information of members. RSAC noted that early access to the 2021-22 annual allocation of funding under the Vulnerable Road User Program and the Safer Rural Roads program is no longer required.

9. MOTORCYCLE GRADUATED LICENSING SYSTEM (GLS) REVIEW

RSAC noted that a review of the Motorcycle GLS has commenced. Findings will be presented to RSAC at its 17 August 2021 meeting. Although there is currently no national framework, NSW has identified best practice for a GLS including an older minimum learner age, mandatory pre-licence education and training, knowledge, practical and on-road assessments for learners and 0.0 BAC, power-to-weight, restrictions on pillion passengers, mobile phones

and night riding for learners and P plate riders. Consultation with the motorcycling community will occur as part of the review.

Actions

- State Growth to present the findings of the Motorcycle GLS review to RSAC at its 17 August 2021 meeting.

10. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 MARCH 2021

RSAC noted the Quarterly Progress Report to 31 March 2021, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*. Crash statistics were discussed. RSAC also noted that the trial of innovative technologies and infrastructure treatment demonstrations under the infrastructure allocation, are on hold due to co-contributions to the Australian government Road Safety Program. Initiatives to improve tourist safety are currently being maintained but not expanded due to the impacts of COVID-19 restrictions on international tourists and resourcing.

RSAC discussed the status of projects and a review of the Action Plan to reconsider our priorities and to take into consideration the National Road Safety Strategy when finalised. This review will be undertaken in 2022.

RSAC discussed leadership in road safety and consideration of a forum for Government and road safety key stakeholders.

Actions

- State Growth to undertake a review of the Towards Zero Action Plan to reconsider our priorities and to take into consideration the national Road Safety Strategy when finalised. This review will be undertaken in 2022.
-

11. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

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

RSAC noted the Education and Enforcement Sub Committee's progress report. RSAC noted the sponsorship of the NWFL to promote the anti-drink driving message to young men in rural areas. The Tasmanian Transport Association thanked State Growth for its support of the SafeT360 heavy vehicle safety display at Agfest.

13. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs Report and discussed increased enforcement efforts for high risk behaviours for the Queen's birthday long weekend. Public education about enforcement will support the increased enforcement.

14. OTHER BUSINESS

AgFest

Michelle Harwood acknowledged the sponsorship support provided to the TTA to enable 'SafeT360' educational truck display to attend Agfest 2021. Michelle also thanked staff from the Road Safety Branch who assisted at the event.

E-scooters

The Tasmanian Liberal Party committed to identifying the regulatory amendments required to safely permit e-scooters and other personal mobility devices to be used on public infrastructure such as footpaths and shared paths within the first 60 days of forming Government. The NTC is preparing draft road rules for the consideration of Ministers. This will be model legislation, so Tasmania will have to amend our Road Rules. It is proposed that the e-scooters will be limited to a maximum speed of 25 km/h, rather than restrictions relating to wattage.

Cycling infrastructure online training course

The first cycling infrastructure online training course, supported by the Road Safety Levy, received a great response. As a consequence, another course will be run in August. Pricing will remain the same for Tasmanians and the course will be offered to other jurisdictions as well.

MAIB funding arrangements

The independent evaluation of the MAIB funding of public education and enforcement has been completed. This report will be considered by the MAIB Board this week. The report will be provided confidentially to RSAC members at the next RSAC meeting.

Actions

- The independent evaluation of the MAIB funding of public education and enforcement to be provided confidentially to RSAC members at the next meeting.

Road Safety Week

The RACT was acknowledged for its support of National Road Safety Week.

Acting Chair RSAC

Members thanked Paul Kingston for acting as Chair for the 18 May meeting.