

## **MINUTES**

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### **I. WELCOME, ATTENDANCE APOLOGIES**

#### **Attendees**

Mr Scott Tilyard, Chair

Mr Adrian Bodnar, Assistant Commissioner Operations, Tasmania Police

Mr Mick Boyd, President, Tasmanian Motorcycle Council (TMC)

Ms Alison Hetherington, President, Tasmanian Bicycle Council (TBC)

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)

Mr Gary Swain, Deputy Secretary Transport Services, Department of State Growth (State Growth)

#### **Apologies**

Ms Michelle Harwood, Executive Director, Tasmanian Transport Association (TTA)

Mr Dion Lester, CEO, Local Government Association of Tasmania (LGAT)

#### **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

Inspector Gary Williams, State Road Safety Coordinator, Tasmania Police

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### **I. WELCOME**

Scott Tilyard, Chair of the Road Safety Advisory Council (RSAC) welcomed members and observers to the 50<sup>th</sup> meeting of the Council and Assistant Commissioner Adrian Bodnar to his first meeting as the representative of Tasmania Police. The Chair also acknowledged the contribution made by Deputy Commissioner Jonathan Higgins.

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### **2. CONFLICTS OF INTEREST**

There were no conflicts of interest.

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### **3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS**

RSAC members endorsed the minutes and noted the actions from the 23 August 2022 meeting. Outstanding actions were discussed. RSAC noted that the Light Vehicle Safety Strategy has been on hold but will be progressed in the new year. RSAC further noted that the Vicroads evaluation on the use of audible edge and centre lines is not yet available. Craig Hoey advised that in Sweden, the introduction of audible centre lines had resulted in a 40 per cent reduction in run-off road and head-on crashes in certain circumstances.

### **Actions**

- Reporting of actions from RSAC meetings to include status and advice. (Ange Green)
  - The findings of the Vicroads evaluation on the use of audible edge and centre lines to be provided to RSAC when available. (Craig Hoey)
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## **4. MOTORCYCLIST GRADUATED LICENSING SYSTEM (MGLS) - RECOMMENDATIONS**

The RSAC noted that a public consultation process on the review of the motorcyclist GLS has been concluded with 337 submissions, including 20 written submissions received. RSAC noted a presentation about the policy options for the motorcyclist GLS and discussed each of the nine recommendations from the Centre for Automotive Safety Research (CASR). RSAC endorsed the following changes to the MGLS:

- Raise the age to obtain a learner motorcycle licence to 18, with exemptions to 17 for:
  - those who hold a provisional driver's licence; and/or
  - those who live in regional Tasmania and are travelling for specified purposes (such as work or education).

*NB. The TMC dissented from this decision.*

- A six-month minimum learner tenure be applied to all learners, including non-novice learners.
- Introduction of a computer-based motorcycle-specific hazard perception test before a learner motorcyclist is eligible to attempt the Pre-Provisional Test.
- Introduction of a complete ban on learners carrying pillion passengers. Given the submissions from the Tasmanian Motorcycle Council (TMC) and the Australian College of Road Safety (ACRS), the Road Safety Branch will seek further advice from CASR on whether this ban should be extended to carrying passengers in sidecars.
- Introduction of a curfew between 12.00 am and 5.00 am for all learner and PI motorcyclist riders under the age of 25, with exemptions for those who are travelling to or from, or in the course of, approved activities (namely employment and education).

*NB. The TMC dissented from this decision*

- Introduction of a towing ban for learner and PI motorcyclists.

- Introduction of a ban on interacting with mobile phones for learner, P1 and P2 riders for all purposes except:
  - GPS, and
  - receiving instruction or coaching from a supervisory rider that is accompanying the novice rider.

Both must be set up prior to commencing riding, and the novice rider must not interact with their phones at all while riding.

- Raising the maximum speed limit for learner motorcycle riders from 80km/h to 90km/h, and to raise the maximum speed limit for P1 riders from 80km/h to 100km/h.
- Defer consideration of an extension of the LAMS restriction to P2 motorcyclists, pending the outcome of the current Austroads review of the LAMS regime.

RSAC requested additional information be provided out-of-session. This information includes the below actions:

- Provide advice on the number of deaths and serious injuries for unlicensed motorcyclists for the 10-year period 2012-2021, with a focus on serious casualties since 2017.
- Provide further advice from CASR on whether the ban on pillion passengers should be extended to carrying passengers in sidecars.
- Provide advice on the number of deaths and serious injuries for Tasmania and Australia by age for the 17 to 25 year age group, to inform the decision on curfews.
- Provide advice on the outcome of the current Austroads review of the LAMS regime (November 2023).

## **5. RSAC AND SUB-COMMITTEE TERMS OF REFERENCE**

RSAC endorsed the revised RSAC and Education and Enforcement Sub-Committee Terms of Reference (TORs). The RSAC TORs will be provided to the Minister for approval.

The broader governance review, including possible changes to membership and potential changes to RSAC branding are to be discussed with the Minister. (Scott Tilyard, Martin Crane, Craig Hoey)

### **Actions**

- The broader governance review, including possible changes to membership and potential changes to RSAC branding are to be discussed with the Minister. (Scott Tilyard, Martin Crane, Craig Hoey)
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## **6. 2021-2022 ANNUAL REPORT**

The RSAC endorsed the RSAC Annual Report 2021-22 and noted minor amendments.

### **Actions**

- State Growth to amend the RSAC Annual Report 2021-22 and publish on RSAC website. (Ange Green)
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## **7. SPEED MODERATION FRAMEWORK**

RSAC endorsed a high-level strategic approach to speed management, noting that additional resourcing and funding commitments are likely to be required to deliver the program, particularly the public education program. RSAC noted that a State Growth working group will be established with representatives from Tasmania Police, State Growth and LGAT and that the Transport Commissioner will not be involved with the working group and that the working group will consult with the RACT and TTA. RSAC requested that a list of categorised roads be compiled where there is a crash history and the existing speed limit is not appropriate for the inbuilt level of safety of the road infrastructure.

The integrated, strategic approach to speed management is based on the following principles:

- Urban speed limits reflect the movement and place value of the road (particularly roads used by a high volume of vulnerable road users).
- In the medium term, speed limit reductions on high-volume roads will only be considered where the existing speed limit is not appropriate for the inbuilt level of safety of the road infrastructure.
- Infrastructure improvements planned to reduce crash risk on high volume roads will be promoted significantly.
- Speed limit enforcement will be used as a targeted holding measure pending infrastructure upgrades on high crash risk roads.
- An extensive, long term public education campaign will underpin the speed management strategy and is critical to changing public discourse around speed.
- The public education campaign will focus on generating community support for:
  - the alignment of speed limits to the level of safety in the road infrastructure
  - enforcement of speed limits.

### **Actions**

- RSAC agreed that the framework should be entitled the Speed Management Framework. (Craig Hoey)
  - The modified speed management framework is to be provided to RSAC in March 2023. (Craig Hoey)
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## 8. 2023 MEETING DATES

RSAC members endorsed the 2023 RSAC meeting dates. The meeting dates are:

|                         |   |
|-------------------------|---|
| 11:00am – 2:00pm        | Tuesday, 28 March 2023  |
| 11:00am – 2:00pm        | Tuesday, 30 May 2023  |
| 11:00am – 2:00pm        | Tuesday, 22 August 2023   |
| <b>12:00pm – 3:00pm</b> | <b>Monday, 27 November 2023</b><br><i>NB. This meeting has been changed to a Monday at 12:00pm due to the unavailability of some members.</i> |

## 9. KEY SAFETY PERFORMANCE INDICATORS (SPIs)

RSAC endorsed the Key Safety Performance Indicators (SPIs), with minor changes, as below:

| Theme                    | SPI Number | SPI Description  | Target direction |
|--------------------------|------------|--|------------------|
| Safe Road Users          | 1          | Per cent of drivers within the legal blood alcohol level                                     | Increasing       |
|                          | 2          | Per cent of drug free drivers  | Increasing       |
|                          | 3          | Per cent of mobile phone usage compliance  | Increasing       |
|                          | 4          | Per cent of seatbelt compliance  | Increasing       |
| Safe Roads and Roadsides | 5          | Per cent of high speed, high volume network with 3-star or equivalent infrastructure.        | Increasing       |
|                          | 6          | Per cent of SSRN with shoulder sealing, centreline treatment and delineation where feasible. | Increasing       |
| Safe Vehicles            | 7          | Per cent of safer vehicles (less than nine years old) in the light vehicle fleet             | Increasing       |
| Safe Speeds              | 8          | Per cent of compliance with legal speed limit  | Increasing       |
|                          | 9          | Average speed on the Tasmanian road network  | Decreasing       |
|                          | 9.1        | Average speed on urban roads   | Decreasing       |
|                          | 9.2        | Average speed on rural roads   | Decreasing       |
|                          | 9.3        | Average speed on the 110km/h road network  | Decreasing       |
|                          | 10         | Per cent of high pedestrian CBD areas with safer speed limits ( $\leq 40$ km/h)              | Increasing       |

The performance indicators will be published on the RSAC website and performance against the SPIs will be reported in the Annual Report.

## **Actions**

- Performance indicators to be published on the RSAC website and performance against the SPIs to be reported in the Annual Report. (Ange Green)
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## **10. CHURCHILL FELLOWSHIP FOR ROAD SAFETY – LEARNINGS FROM SWEDEN**

RSAC noted Craig Hoey's presentation outlining his observations from his travel to Sweden as part of his Churchill Fellowship for Road Safety.

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## **11. MID-TERM REVIEW REPORT**

RSAC noted the status update provided on the mid-term review. The Road Safety Branch (RSB) is now assessing the recommendations of the Legislative Council's Select Committee Inquiry into Road Safety final report (SC report).

The RSB will progress an independent assessment of suggestions from the RSAC Regional Road Safety Forums and short-listed recommendations of the SC report and in the interim is progressing development of a draft report from the RSAC's feedback at the 23 August 2022 meeting.

Separate papers on a speed management strategy and workplace driver safety have been prepared as they were identified as the RSAC's two higher priority initiatives to be addressed under the Action Plan

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## **12. WORKPLACE DRIVER SAFETY FRAMEWORK**

RSAC noted that a workplace driver safety framework has not yet been developed in Tasmania. The final workplace road safety actions under the *National Road Safety Action Plan 2021-2025* will inform the development of the framework.

The Department of State Growth developed an agency-wide *Safe Use of Vehicles Policy* which implements the Austroads *Vehicles as a Workplace: Work Health & Safety Guide* and can be used as a model for other state government agencies and more broadly.

It is expected that the National Action Plan will be finalised before the end of this year. The Road Safety Branch will then liaise with relevant business areas within the Department to progress development of the framework.

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## **13. LEARNER DRIVER MENTOR PROGRAM (LDMP) REVIEW**

RSAC noted a review of the LDMP has been requested by the Minister for Infrastructure and Transport to analyse road safety outcomes and identify improvements to the LDMP's design.

It was initially intended that the review would be undertaken as part of the mid-term review of the *Towards Zero – Tasmanian Road Safety Strategy 2017-2026* and the *Towards Zero Action Plan 2020-2024*, however this is no longer possible due to a suitably qualified and

experienced reviewer who could complete the review by early 2023 not being able to be identified.

The LDMP Review will be completed by Duncan McRae who has significant experience in this area including completing a current review of the Government's Learner Licence Assistance Program, with the LDMP Review now to be completed by mid-2023.

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#### **14. VULNERABLE ROAD USER PROGRAM (VRUP) AND SAFER RURAL ROADS PROGRAM (SRRP) – NEXT ROUNDS AND LOCAL GOVERNMENT FEEDBACK**

RSAC noted that a total of 25 projects remain in delivery under the VRUP and SRRP. The Road Safety Branch (RSB) is now implementing program improvements (including a new program structure within SmartyGrants) before next rounds open for applications. The RSB intends to announce the next program funding rounds in early December 2022 and open the funding rounds in mid-January 2023.

A recent local government survey revealed how applicants are engaging with the VRUP and SRRP and applying the best-practice Safe System approach.

Generally, the programs are well received by local government officers in road safety related roles, but there are opportunities to provide an enhanced structure, better consistency, stronger feedback, and simpler administration of the programs to work more collaboratively and effectively with local government officers.

Although there is a level of the Safe System approach being translated to practice under the programs, there also remains opportunities for how the programs encourage and support the application of the Safe System approach.

The RSB will develop a Safe System training package delivering program-focused practical examples that demonstrate how best practice can be translated into practical designs, in a Tasmanian-specific environment and that are suitable for submission under the VRUP and SRRP.

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#### **15. 2023 WORK PROGRAM**

RSAC noted that the 2023 Work Program has not yet been determined but will be finalised at the conclusion of the mid-term review.

The highest priority projects for the 2023 calendar year are:

- Finalisation of the mid-term review, including consideration of the Legislative Council Inquiry and the Regional Road Safety Forums
- Extension of the Action Plan to 2026
- Continuation of the Automated Traffic Enforcement project, including multi-function cameras, and
- Development of a speed management strategy.

Work under the Making our Rural Roads Safer theme will also continue, including ongoing management of the Australian Government Road Safety Program.

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## **16. AUTOMATED TRAFFIC ENFORCEMENT PROJECT UPDATE**

RSAC noted the update on the Automated Traffic Enforcement Project (ATEP). On 30 September 2022, mobile speed camera enforcement operations commenced using eight mobile speed camera units (four trailer and four vehicle bases camera systems). The level of enforcement commences at approximately 600 enforcement hours per month but will increase to approximately 1666 hours per month by December 2022.

RSAC noted that the Steering Committee will be undertaking an evaluation of the effect of cameras on average speeds on the network.

The Vehicle and Traffic (Driver Distraction and Speed Enforcement) Bill 2022 was passed by the Tasmania Parliament on 18 October 2022. This Bill allows for the use of photographic detection devices to enforcement mobile phone use, seatbelt, and average speed offences.

State Growth and the Office of Parliament Council are currently drafting the required regulatory amendments which will outline camera operational requirements in Tasmania. All legislative and regulatory amendments required to implement mobile phone, seatbelt and average speed photographic detection devices are expected to be completed in early 2023.

On 5–7 November 2022, State Growth in collaboration with Sensys Gatso Australian and OneTask conducted a technical systems testing session using a new mobile phone and seatbelt detection camera.

This technical testing session operated for approximately 43 hours and detected 339 verified mobile phone offences (approximately one mobile phone offence detected every 7.6 minutes).

Data collected during the testing session is currently being reviewed by State Growth and Tasmania Police prior to another integrated testing session being conducted using an existing mobile speed camera trailer in early 2023.

RSAC discussed the role of the Steering Committee and whether it is still required and the need for a review of the Steering Committee Terms of Reference.

### **Actions**

- A review of the ATE Steering Committee and its Terms of Reference to be undertaken. (Craig Hoey)
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## **17. PROGRESS REPORT: EDUCATION AND ENFORCEMENT SUB-COMMITTEE**

RSAC noted the marketing report including key activities for the last quarter and upcoming campaigns. Key activities include the launch of the Real Mates 2022 campaign, the Over is Over speed campaign continued with another burst of activity in September to support the mobile speed cameras commencing enforcement. The second pulse check was also



completed. A cycling safety campaign was launched on 5 October and RSAC Regional Road Safety Forums were held in Hobart, Launceston and Burnie.

CASR commenced the external review of the current RSAC research program.

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## **18. TASMANIA POLICE TRAFFIC OUTPUTS REPORT**

RSAC noted the Tasmania Police Traffic Outputs report as at July 2022.

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## **19. CHAIR'S REPORT**

RSAC noted the Chair's report for the last quarter.

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## **20. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 SEPTEMBER 2022**

RSAC noted the Quarterly Progress Report to 30 September 2022, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

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## **21. CORRESPONDENCE BY EXCEPTION**

RSAC noted correspondence for the last quarter.

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## **22. OTHER BUSINESS**

RSAC noted that the Minister for Infrastructure and Transport has indicated an interest in red-light cameras. The Minister has requested that RSAC provide advice on the cost, road safety benefits, available technology and the ability to implement red-light cameras.

### **Actions**

- Advice on red-light cameras to first be provided to RSAC for consideration and to then be provided to the Minister. (Craig Hoey)