

MINUTES

I. WELCOME, ATTENDANCE APOLOGIES

Attendees

Mr Scott Tilyard, Chair

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

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

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

Mr Stuart Wilkinson, Acting Assistant Commissioner, Tasmania Police

Dr Ian Johnston, Road Safety Expert

Mr Paul Kingston, CEO, Motor Accidents Insurance Board (MAIB)

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

Mr Mark Mugnaioni, CEO, Royal Automobile Club of Tasmania (RACT)

Ms Denise McIntyre, Acting Deputy Secretary Transport Services, Department of State Growth (State Growth)

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

I. WELCOME

Scott Tilyard, Chair of the Road Safety Advisory Council (RSAC) welcomed members and observers to the 49th meeting of the Council.

2. CONFLICTS OF INTEREST

There were no conflicts of interest.

3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC members endorsed the minutes and noted the actions from the 24 May 2022 meeting. Following up on actions from the last meeting, RSAC noted the paper provided in regard to Victoria's policy on the use of audible edge lines. State Growth will contact VicRoads and request a copy of any evaluation undertaken on the use of audible edge and centre lines and provide to RSAC. RSAC further noted the itinerary for Craig Hoey's Churchill Fellowship travel. Craig noted that he would be looking at innovative automated traffic enforcement,

including portable red-light cameras when visiting Sensys Gatso in the Netherlands. RSAC also the Chair has had discussions with the Coroner's Office about motor vehicle suicide.

Actions

- State Growth to contact VicRoads and request a copy of any evaluation undertaken on the use of audible edge and centre lines and provide to RSAC. (Craig Hoey)
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4. RSAC AND SUB-COMMITTEE GOVERNANCE REVIEW

RSAC endorsed the need for revision of the RSAC and Education and Enforcement Sub-Committee Terms of Reference (TORs), noting that a broader governance review has been paused for now. The broader governance review, including possible changes to membership and potential changes to RSAC branding are to be discussed with the Minister and actioned at a later date. Members have been asked to provide any comments on the TORs to the Secretariat by 19 September 2022. The revised TORs will be provided to RSAC for consideration at its November 2022 meeting.

Actions

- Members have been asked to provide any comments on the TORs to the Secretariat by 19 September 2022. (all members)
 - 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)
 - Revised TORs will be provided to RSAC for consideration at its November 2022 meeting. (Ange Green)
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5. KEY SAFETY PERFORMANCE INDICATORS (SPIs)

RSAC noted the proposed changes to the SPIs and discussed SPI 8 per cent of safer vehicles in the light vehicle fleet noting that vehicles from November 2013 are considered safer as this was when the Australian Design Rules mandated Electronic Stability Control, Anti-lock Braking Systems and airbags. RSAC debated whether this SPI should specify 'vehicles since 2013' or remain as 'average age' of the vehicle fleet, noting this is a measure under the National Road Safety Strategy.

RSAC discussed SPI 10 per cent of high pedestrian CBD areas with safer speed limits (under 50km/h) and requested that the SPI wording be amended to per cent of high pedestrian CBD areas with safer speed limit (≤ 40 km/h). Definitions for CBDs and examples were also requested.

Drug testing to determine a baseline for SPI 2 per cent of drug free drivers was also discussed. This will be discussed further off-line by Tasmania Police and State Growth. RSAC noted that there is not a recommended baseline sample number as for other SPIs.

Final SPIs and results from observational studies for seatbelt usage to be provided to RSAC at its 22 November 2022 meeting.

Actions

- Drug testing to determine a baseline for SPI 2 per cent of drug free drivers to be discussed off-line by Tasmania Police and State Growth. (Stuart Wilkinson and Craig Hoey)
 - SPI 8 – report back to RSAC on merits of a defined ‘safer vehicle’ measure compared to an ‘average age’ measure. (Craig Hoey)
 - SPI 10 wording to be amended to *per cent of high pedestrian CBD areas with safer speed limit (≤ 40 km/h)*. Definitions and examples for CBDs to be provided to RSAC. (Craig Hoey)
 - Final SPIs and results from observational studies for seatbelt usage to be provided to RSAC at its 22 November 2022 meeting. (Craig Hoey)
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6. LIGHT VEHICLE SAFETY STRATEGY

The RSAC discussed the initiatives under a Light Vehicle Safety Strategy, noting that Workplace Driver Safety is a separate project under the Action Plan. RACT and TTA indicated strong support for the Workplace Driver Safety initiative as a future project.

RSAC discussed mandatory inspections and issue of Certificates of Roadworthiness upon transfer of vehicles to a new owner for vehicles 10 years and over. RACT advised that according to their data, vehicles over seven years of age require more call outs. RSAC agreed that a random sample of 1000 older vehicles should be undertaken as this information would be required under a Regulatory Impact Statement. This could be done through Accredited Inspection Station data, through joint operations with Tasmania Police and Transport Safety Inspectors or RACT running a trial on break downs.

State growth agreed to provide data on the number of offence free novice drivers eligible for free full licences.

State Growth to provide a Light Vehicle Safety Strategy and Action Plan to RSAC at its November 2022 meeting.

Actions

- State Growth to undertake a random sample of 1000 older vehicles. (Martin Crane)
- State Growth to provide a Light Vehicle Safety Strategy and Action Plan to RSAC at its November 2022 meeting. (Martin Crane)

- State growth agreed to provide data on the number of offence free novice drivers eligible for free full licences. (Martin Crane)
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7. MID-TERM REVIEW WORKSHOP

RSAC noted the preliminary findings of the mid-term review and participated in a workshop to discuss budget considerations, issues and opportunities and to prioritise Action Plan initiatives going forward.

RSAC discussed the Action Plan budget, noting the original budget of \$75 million for the life of the Plan. \$49.6 million remains to be spent from July 2022 to December 2024. Much of this is 'uncommitted' but programmed expenditure. \$7.7 million is available for reallocation. RSAC agreed that funding reallocations under the mid-term Review must align to initiatives that can best reduce fatal and serious injuries. RSAC discussed hypothecation of Automatic Traffic Enforcement penalties and there was general agreement that these funds should be redirected to road safety initiatives. There was general acknowledgement of initiatives and budget pressures that require additional funding support through to 2024. Discussion of current issues and subsequent reallocation of funds to priority initiatives was based on utilising up to \$4.7 million, as recommended.

There was general acknowledgement that the mid-term review should consider setting priority initiatives irrespective of budget constraints. RSAC supported an approach to later consider the recommendations of the Legislative Council Select Committee Inquiry into Road Safety within the scope of the mid-term review.

RSAC discussed issues and agreed that the highest priority going forward should be development of a speed moderation and community engagement strategy. Workplace driver safety was also considered a priority. There was general acknowledgement from RSAC members that the level of infrastructure being delivered under the Action Plan has exceeded the committed \$50 million due to the Australian Government's Road Safety Program funding and that the funds committed to targeted infrastructure upgrades in high traffic urban areas could therefore be reallocated as obligations under the Action Plan have been exceeded. RSAC agreed that innovative infrastructure demonstrations and trial of innovative technologies should not be a priority for Tasmania and that we should position ourselves as 'fast followers' of innovative treatments and demonstrations. A Light Vehicle Safety Strategy should be progressed with consideration of National Road Safety Strategy priorities relating to light vehicle safety.

The Local Government Association's priorities include a change in funding arrangements from site-specific works to network safety plan-based funding and for the Tasmanian Government to provide networking, engagement and leadership with local road managers on a regional basis and at a higher frequency. The Tasmanian Bicycle Council advocated for wider sealed shoulders in the road environment, licensing education programs addressing drivers safely passing cyclists and improving understanding how cyclists use the roads, enforcement of passing laws and greater sharing of cyclist related crash data to better understand cyclist serious casualties.

Identified opportunities not discussed at the workshop but to be included in the report to RSAC include motorcycle safety initiatives, cyclist safety initiatives and networks safety plans.

State Growth will provide a report to RSAC at its 22 November 2022 meeting.

Actions

- The mid-term review workshop presentation to be circulated with the RSAC 23 August 2022 minutes. (Ange Green)
 - Member organisations to provide highest priority initiative to State Growth. (RSAC members)
 - A short paper on a speed moderation package to be provided to RSAC at its 22 November 2022 meeting. (Craig Hoey)
 - State Growth will provide a mid-term review report to RSAC at its 22 November 2022 meeting. (Craig Hoey)
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8. MOTORCYCLIST GRADUATED LICENSING SYSTEM (GLS) – DISCUSSION PAPER

RSAC members noted the Motorcyclist GLS Discussion paper has been released and submissions close 21 September 2022.

The results of the public consultation and recommendations for endorsement will be presented to RSAC at its 22 November 2022 meeting.

9. AUTOMATED TRAFFIC ENFORCEMENT PROJECT UPDATE

RSAC noted progress for the Automated Traffic Enforcement Project. Transition-in activities are underway with a Go-live date towards the end of September 2022. Multi-function camera legislative amendments are currently before Parliament.

10. REGIONAL RSAC ROAD SAFETY FORUMS

RSAC noted the dates for the Regional Road Safety Forums.

Hobart
3:00 – 5:00pm
Thursday, 25 August
Venue: Hobart Baha'i Centre

Launceston (Minister attending)
3:00 – 5:00pm
Monday, 29 August
Venue: Launceston Tramsheds Function Centre

Burnie
11:00am – 1:00pm
Tuesday, 30 August

Venue: Burnie Arts & Function Centre

11. TASMANIA POLICE ROAD SAFETY STRATEGY 2022-2024

RSAC noted the new Tasmania Police Road Safety Strategy 2022-2024. RSAC further noted that Inspector Gary Williams has been appointed as the State Coordinator for Road Safety.

12. CHAIR'S REPORT

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

13. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 JUNE 2022

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

14. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

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

RSAC noted the EESC report including the launch of the Rule 79A campaign launch in July, the Road Torque series which aired in July and August and continuation of the Over is Over campaign.

16. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs Report.

17. OTHER BUSINESS

No other business was raised.