

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 Jonathan Higgins, 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)

Mr Gary Swain, 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

I. WELCOME

Scott Tilyard, Chair of the Road Safety Advisory Council (RSAC) welcomed members and observers to the 48th 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 22 March 2022 meeting. Following up on actions from the last meeting, RSAC noted the paper provided in regard to road transport suicide, the impact on the heavy vehicle industry and best practice for talking about suicide in the media. RSAC noted that Austroads has developed a draft report on Road Transport Suicide Prevention but that the report has not been finalised and is not yet available. Members discussed the difficulty in determining the number of suicides in

road trauma statistics and the Coroner's role in determining the cause of death by suicide. The Chair will contact the Coroner's Office to discuss the issue of suicide in road trauma.

RSAC further noted State Growth advice in relation to the use of audible edge lines on State roads. RSAC requested advice on Victoria's policy on the use of audible edge lines.

Actions

- Chair to contact the Coroner's Office to discuss the issue of suicide in road trauma. (Scott Tilyard)
 - State Growth to provide advice on Victoria's policy on the use of audible edge lines. (Craig Hoey)
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4. MOTORCYCLIST GRADUATED LICENSING SYSTEM (GLS)

RSAC noted the presentation by Emily Morrison in relation to the Motorcyclist GLS report prepared by the Centre for Automotive Safety Research (CASR) and the development of a discussion paper and the consultation process for responding to the paper.

Road Safety Branch representatives met with the Tasmanian Motorcycle Council (TMC) on 11 May 2022 to discuss CASR's recommendations. The TMC has expressed concerns about the recommendations and requested funding assistance to help them with preparing a response to the discussion paper. RSAC acknowledged that as a grassroots advocacy organisation with limited administrative support, the TMC does not have the capacity to respond to the discussion paper and supported the request to provide assistance. State Growth will liaise with the TMC and assist them to engage a consultant. On release of the discussion paper RSAC members will be asked to consult with their organisations and public consultation will be undertaken.

RSAC discussed categorising the CASR report recommendations into three for the discussion paper, including measures with known road safety benefits, measures supported by good safety principles and measures included to ensure parity with drivers.

RSAC also discussed MAIB claims data and noted that this should be included in the discussion paper. RSAC noted that the cost of claims, and not just the numbers, should be taken into consideration. Paul Kingston advised that claims for other road users are reducing at a greater rate than for motorcyclists. This should be reflected in the discussion paper.

Timelines were discussed and as a result have been extended and recommendations will now be discussed at RSAC's November 2022 meeting.

Actions

- State Growth to liaise with the TMC and assist them to engage a consultant. (Craig Hoey)

- Recommendations for the motorcyclist GLS will be presented to RSAC at its November 2022 meeting. (Ange Green)
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5. 2022-23 ROAD SAFETY LEVY BUDGET APPROVAL

RSAC noted the expenditure for financial year 2021-22 and endorsed the proposed Road Safety Levy expenditure by theme for financial year 2022-23. RSAC noted the identified budget pressures including \$4 575 000 for tranches 4 and 5 of the Australian Government Road Safety Program, underfunding for the Saving Young Lives theme which requires a further \$2 million to support the Learner Driver Mentor Program, ongoing work on the driver GLS and for the motorcyclist GLS. RSAC further noted that the \$3.9 million required for Automated Traffic Enforcement may come from fines revenue and therefore not be required from the Levy. RSAC noted that the mid-term review may impact the budget.

6. MID-TERM REVIEW

The RSAC discussed the progress of the mid-term review of the Towards Zero Strategy 2017-2026 and the Towards Zero Action Plan 2020-2024.

A draft report is scheduled to be provided to RSAC and a workshop planned to be held for the August meeting with a final report to be provided in November, however it was noted that timeframes could be extended due to a number of factors including the delivery of the final report from the Legislative Council Select Committee Inquiry into Road Safety in Tasmania.

The workshop will look at possible initiatives and RSAC will discuss considerations such as their effectiveness in reducing serious casualties, their effectiveness as enablers, the cost/benefit of the initiatives and how effectively they can be implemented. Materials for the mid-term review workshop are to be provided to RSAC members ahead of the workshop to allow time for members to consult within their organisations.

Actions

- A draft mid-term review report to be provided to RSAC members ahead of the workshop to allow time for members to consult within their organisations. (Ange Green)
 - A mid-term review workshop to be conducted with RSAC members to consider and prioritise possible initiatives. (Craig Hoey)
 - A final mid-term review report to be provided to RSAC for endorsement. (Ange Green)
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7. LIGHT VEHICLE SAFETY STRATEGY

RSAC noted the program of work undertaken to inform the Light Vehicle Safety Strategy and discussed the suite of possible options for improving light vehicle crashworthiness and

roadworthiness. The suite of actions could include measures to increase public demand for safer vehicles, reduce the age of the light vehicle fleet in Tasmania and to make the current fleet safer.

RSAC discussed the difficulty in finding cost-effective, implementable initiatives to improve the light vehicle fleet. RSAC noted that there are more registered vehicles in Tasmania than the population of Tasmania and that often older vehicles are retained as a second car in households. RSAC discussed using ANPR cameras to gauge the actual age of the fleet. RSAC also discussed the government vehicle fleet and the on-selling of government vehicles, noting that vehicles are sold at three years or 60 000 kilometres. State Growth agreed to discuss the Government's vehicle disposal policy with the Minister.

RSAC requested that State Growth consider possible initiatives, distribution curves, costs of interventions and the impact on number and severity of crashes.

State Growth will provide a defined Light Vehicle Safety Strategy to RSAC at its August 2022 meeting.

Actions

- State Growth to discuss the Government's vehicle disposal policy with the Minister. (Gary Swain / Martin Crane)
 - State Growth will provide a defined Light Vehicle Safety Strategy to RSAC at its August 2022 meeting. (Martin Crane)
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8. AUSTRALIAN GOVERNMENT ROAD SAFETY PROGRAM

RSAC members noted the scale of which road safety infrastructure investment has expanded due to the Australian Government's Road Safety Program (RSP) and the alignment of projects to the Towards Zero Action Plan and Safe System Infrastructure Strategy. The lift in funding through the RSP has been especially important to local government roads. RSAC noted that there was a good distribution of projects across the State and that a lot was achieved in a short timeframe.

9. KEY SAFETY PERFORMANCE INDICATORS (SPIs)

RSAC noted the updates and suggested changes to the proposed SPIs and discussed the need for refinement of the SPIs with consideration given to how data can be measured and collected and targets set. SPIs 7 and 10 (age of the light vehicle fleet and per cent of CBD/urban centres with speed limits 40km/h) may need to be reworded. State Growth is to provide final SPIs to RSAC in August, including methodologies, information and targets.

RSAC endorsed commissioning roadside surveys to establish baseline data for SPIs 3 and 4 (per cent of mobile phone usage compliance and seatbelt compliance).

Actions

- State Growth is to provide final SPIs to RSAC in August, including methodologies, information and targets. (Craig Hoey)
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10. AUTOMATED TRAFFIC ENFORCEMENT

RSAC noted progress on the Automated Traffic Enforcement project and that contract negotiations are still underway but should be finalised soon. The speed camera sign upgrade will now be undertaken in two stages with \$30 000 allocated to stage one and \$70 000 allocated to stage two.

State Growth advised that legislative and regulatory amendments are being progressed to allow for multi-function cameras that detect unlawful mobile phone usage and seatbelt non-compliance as well as speed detection. System changes will also need to be undertaken to accommodate the new technology. RSAC discussed the importance of public education in supporting the introduction of the speed cameras, which are expected to be operational later this year.

11. CHURCHILL FELLOWSHIP FOR ROAD SAFETY

RSAC noted that Craig Hoey will be travelling to Sweden, Norway, Denmark and the Netherlands in September 2022 to commence his Churchill Fellowship for road safety. The Fellowship includes attending the five-day Vision Zero International Course conducted by the Swedish Traffic Administration. Craig will provide his itinerary to RSAC.

Actions

- Craig to provide the Churchill Fellowship itinerary to RSAC. (Craig Hoey)
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12. CHAIR'S REPORT

RSAC noted the Chair's report for the last quarter, including events held in National Road Safety Week.

13. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 MARCH 2022

RSAC noted the Quarterly Progress Report to 31 March 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 Education and Enforcement Sub Committee's progress report. RSAC discussed the North West Football League sponsorship and the commitment shown by the League in promoting the anti-drink message. Paul Kingston discussed the involvement of the marketing team in Road Safety Levy funded campaigns not oversighted by the EESC and requested that marketing activities be reported back to the Council to ensure proper governance.

16. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs Report. In response to RSAC's requested advice on why the number of crashes listed with 'unknown' locations has increased significantly, Tasmania Police advised that these incidents are due to incomplete or inaccurate reporting through the self-reporting online portal by members of the public. DPFEM has begun a review of the Traffic Crash Reporting System, the review includes the investigation of enhancements to the location data when reported through the Report a Crash website. DPFEM has identified that crashes with incomplete or inaccurate crash location data are level one crashes that result in only minor damage to property and minor injury that does not require hospitalisation for more than 24 hours. Therefore, those crashes fall outside the Fatal and Serious Injury (FSI) crashes for reporting purposes.

Tasmania Police also advised of the Enough is Enough campaign focusing on dangerous driving, removal of conditional cautions and establishment of a dedicated Traffic Policing Division and highway patrol.

17. OTHER BUSINESS

No other business was raised.