

ROAD SAFETY ADVISORY COUNCIL  
**TOWARDS ZERO**

MEETING 51

28 MARCH 2023

## **MINUTES**

---

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

#### **Attendees**

Mr Scott Tilyard, Chair

Mr Mick Boyd, President, Tasmanian Motorcycle (TMC)

Mr Jason Elmer, A/Assistant Commissioner Operations, Tasmania Police

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

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

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)

#### **Apologies**

Ms Donna Adams, Commissioner, Tasmania Police

Mr Kim Evans, Secretary, State Growth

Dr Ian Johnston, Road Safety Expert

#### **Observers**

Ms Ange Green, Manager RSAC Secretariat, State Growth

Mr Craig Hoey, Manager Road Safety, State Growth

A/Inspector Darren Latham, A/State Road Safety Coordinator, Tasmania Police

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 51<sup>st</sup> meeting of the Council and welcomed Acting Assistant Commissioner Jason Elmer and Acting Inspector Darren Latham, Acting State Road Safety Coordinator to their first meetings as the representatives of Tasmania Police. Apologies were noted.

---

### **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 November 2022 meeting.

---

### **4. 2022 ROAD TOLL**

The RSAC discussed the presentation by Simon Buddle, Manager Crash Data, on the 2022 road toll. In 2022 there were 51 fatalities, compared to 35 in 2021, a 53.6 per cent increase on the five-year average. In 2022 there were 314 serious casualties compared to 284 in 2021, a 2.4 per cent increase on the five-year average. Fatalities per 100 000 population rose from 6.5 in 2021 to 9.0 in 2022. RSAC discussed crashes by road user type, speed zones and crash type. RSAC noted that irresponsible/reckless behaviour accounted for around one third of serious casualties, similar to previous years. RSAC noted that year-to-date, there has been 120 serious casualties, 41 more serious casualties than at this time last year and 47 per cent above the five-year average.

RSAC discussed the impact of roadworks on fatigue, especially for heavy vehicle drivers. State Growth advised that State Roads is considering the use of more barriers, particularly for ongoing works on the Bass Highway, to minimise travel times.

#### **Actions**

- RSAC Secretariat to circulate the 2022 Road Toll presentation with the RSAC Minutes. (Ange Green)
- 

### **5. MID-TERM REVIEW**

RSAC discussed the Mid-term Review report which contains 23 findings that inform 11 recommendations. The primary findings are:

- That it will be difficult to meet the 2026 target of fewer than 200 serious casualties based on the current road trauma trajectory
- The Strategy and Action Plan are well aligned to NRSS and National Action Plan, and are still relevant as the crash profiles have remained the same
- There are several initiatives from other jurisdictions that represent an opportunity to expand current activity or improve alignment with NRSS and National Action Plan
- There are opportunities to scale up initiatives that align with the NRSS
- There are several Action Plan initiatives where progress is impacted by budget constraints.

The main recommendations include:

- That RSAC supports several measures to better align with the NRSS and the National Action Plan
- Adopting initiatives in other jurisdictions

- Reducing funding to tourist initiatives and re-allocate the funding to initiatives with budget pressures.

RSAC discussed the fact that the current direction of the Action Plan is appropriate for the current budget but that there is an opportunity to do more should additional funding become available, for example, from speed camera fines revenue. RSAC discussed consideration of alignment with the Movement and Place direction outlined in the NRSS and by what means is cultural change be driven in the revised Action Plan.

RSAC discussed the number of enforcement hours required to make Tasmania the best performing jurisdiction on automated speed enforcement in Australia, the cost to achieve this and the amount of revenue available from speed fines.

RSAC further discussed the Tasmanian Government's response to the Legislative Council Select Committee Inquiry into Road Safety in Tasmania (Inquiry) recommendations and will provide the RSAC Secretariat with member organisations' responses to these recommendations by 30 April 2023.

RSAC supported the Review recommendations in-principle but is seeking further independent advice on any initiatives from the Inquiry recommendations and suggested initiatives from the RSAC road safety public forums. RSAC will then consider the Mid-term Review report at its November 2023 meeting. The revised Action Plan will then be developed.

### **Actions**

- State Growth to undertake an audit of education materials for visiting drivers/riders and provide RSAC with advice on suitability of current education materials. (Craig Hoey)
- State Growth to consider Movement and Place and how we are driving cultural change and how it fits with our initiatives in the revised Action Plan. (Craig Hoey)
- State Growth to provide advice on the number of enforcement hours required to make Tasmania the best performing jurisdiction on automated speed enforcement in Australia and the cost to achieve this and the amount of revenue available from speed fines. (Craig Hoey)
- RSAC members to provide the RSAC Secretariat with member organisations' responses to the Tasmanian Government's response to the Legislative Council Select Committee Inquiry into Road Safety in Tasmania recommendations by 30 April 2023. (All members)
- RSAC to consider the Mid-term Review and further independent advice on any initiatives from the Inquiry recommendations and suggested initiatives from the RSAC road safety public forums report at its November 2023 meeting. (Ange Green)

---

## **6. MOTORCYCLIST GRADUATED LICENSING SYSTEM (MGLS)**

In November 2022, the 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, PI 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 PI 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.

At its 28 March 2023 meeting, RSAC considered additional advice including 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.
- Whether the ban on pillion passengers should be extended to carrying passengers in sidecars.

- 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).

RSAC noted that CASR recommended that sidecars be prohibited for all riders within the motorcyclist GLS and only be permitted once a rider progressed to a full motorcycle licence.

RSAC endorsed a night time curfew between 12:00am and 5:00am for learner, P1 riders under 25 (except P1 riders who also hold a P2 or full car driver's licence) with exemptions for those who are travelling to or from, or in the course of, approved activities (namely employment and education). RSAC endorsed an additional provision of exemptions for exceptional circumstances.

RSAC noted that advice on the MGLS Review will now be provided to the Minister for Infrastructure and Transport for consideration.

### **Actions**

- Advice on the MGLS Review to be provided to the Minister for Infrastructure and Transport for consideration. (Craig Hoey)
- 

## **7. SPEED MANAGEMENT STRATEGY**

RSAC discussed the development of the speed management strategy, noting that information is currently being gathered and that the next phase will be to provide a project scope to RSAC. RSAC endorsed the allocation of up to \$280 000 from the Road Safety Levy for recruitment of a Band 6 Project Officer for a period of two years. Further funding for the project will be considered once the project scope has been endorsed by RSAC. A working group, involving relevant staff from across State Growth's Transport and Infrastructure Group, Tasmania Police and LGAT, will be established following the information gathering phase of the project. RACT expressed interest in participating in the working group.

### **Actions**

- The project scope for the Speed Management Strategy to be provided to RSAC. (Craig Hoey)
  - Further funding for the project to be considered by RSAC once the project scope has been endorsed. (All members)
- 

## **8. RACT – SPEED MANAGEMENT – agenda item withdrawn**

## **9. AUTOMATIC TRAFFIC ENFORCEMENT (ATE) PROJECT**

### **A) UPDATE AND REVISED TERMS OF REFERENCE FOR THE ATE STEERING COMMITTEE**

RSAC noted the ATE Project update and endorsed the revised Terms of Reference for the ATE Steering Committee, which expands the remit of the Committee to provide advice on a whole-of-government approach to automated enforcement, and the safety case for existing and emerging enforcement technology in the Tasmanian context.

## **B) RED-LIGHT CAMERAS**

RSAC discussed the possible use of red-light cameras in Tasmania, noting Tasmania is the only Australian jurisdiction that does not currently operate red-light cameras. Red-light cameras are not expected to provide significant road safety benefit in Tasmania without an extensive network of cameras. RSAC noted that due to the installation costs associated with red-light cameras, any installation should include consideration of a combined red-light camera and speed camera system. RSAC endorsed the ATE Steering Committee undertaking a review of available technologies, including the existing fixed camera program, consideration of potential red-light and combined red-light and speed cameras and tailgating cameras.

### **Actions**

- The ATE Steering Committee to investigate the availability and effectiveness of automated tailgating detection technologies. (Craig Hoey)
  - The ATE Steering Committee to report back to RSAC on the road safety performance of the ATE program to date. (Craig Hoey)
- 

## **10. AUSTRALASIAN NEW CAR ASSESSMENT PROGRAM (ANCAP) FUNDING**

RSAC noted the new ANCAP Strategic Plan, which aims to expand its existing work program in response to rapid availability of electric vehicle models to the Australian market, and introduce testing of medium commercial vehicles, heavy vehicles and micro and single person vehicles (eg. motorcycles).

RSAC discussed ANCAP's proposed increase in funding from funding bodies, including Tasmania. RSAC endorsed the increased funding request of up to \$85 000 per annum from the Road Safety Levy.

---

## **11. WORKPLACE DRIVER SAFETY FRAMEWORK**

RSAC noted the Departmental safe vehicle use policy is under review to better align with the national guide – this will be used as a model for other Tasmanian Government agencies and GBEs.

A desktop analysis of national resources available to individuals and organisations has been undertaken. Additional resources will be developed for WorkSafe and Tasmanian specific resources will be developed where necessary. This work will better align with National Road Safety Strategy.

---

## **12. SAFETY PERFORMANCE INDICATORS (SPIs)**

RSAC noted Tasmania's Safety Performance Indicator (SPI) reporting obligations under the National Road Safety Action Plan 2023-2025. RSAC further noted the report on the observational study on mobile phone use and seatbelt compliance and the findings from Tasmania Police's custom randomised alcohol breath-testing operations and the status of Tasmania's SPI baseline and methodology development. It was noted that seatbelt and mobile phone detection cameras will provide data to inform SPIs going forward.

---

## **13. SAFE SYSTEM MOTORCYCLE SAFETY AUDIT (SSMSA) – CHANNEL HIGHWAY (MARGATE TO VERONA SANDS)**

RSAC noted the Safe System Motorcycle Safety Audit for the Channel Highway (Margate to Verona Sands) held 6 March 2023. Key stakeholders participated in the workshop. A survey about the infrastructure on the road was open to motorcyclists. Low-cost infrastructure treatment recommendations from the audit will lead to applications for funding through RSAC.

RSAC noted that progressive audits on motorcycling routes have been determined using a motorcycle crash road index.

RSAC further noted that the Lake Leake Road is around 60 per cent complete, with completion estimated for the four days following Easter.

The TMC requested consultation on the next motorcycle safety audit route selection.

### **Actions**

- State Growth to consult with the TMC on the selection of the next motorcycle safety audit route. (Craig Hoey)
- 

## **14. COMMUNITY ROAD SAFETY GRANTS PROGRAM 2022-23 OUTCOMES**

RSAC noted the outcomes from the 2022-23 Community Road Safety Grants Program (CRSGP) with 20 applications received requesting \$440 130. A funding assessment panel met to review each application against the CRSG Program Guidelines selection criteria. 13 projects were recommended for funding of \$199 152.

---

## **15. 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 continuation of the Real Mates, Over is Over, Leave your phone alone, Love 40 and cycling safety campaigns, the Vulnerable Road Users TT-Line carpark signage and Cricket Tasmania sponsorship.

There is a new partnership with Hawthorn Football Club with RSAC as naming rights sponsor of the RSAC Tassie Hawks Cup. Content is to be shared on Hawthorn's digital and

social media platforms, at UTAS Stadium and through engaging with schools across Tasmania.

CASR undertook the full external review of the RSAC research program. Recommendations have been provided to the Sub-Committee.

The Click.Store.Go campaign launch is scheduled for 30 March 2023. The pulse check will commence in the last week of March. National Road Safety Week is to commence 14 May. Sponsorship activity is to commence with the NWFL in March.

---

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

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

---

## **17. CHAIR'S REPORT**

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

---

## **18. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 DECEMBER 2022**

RSAC noted the Quarterly Progress Report to 31 December 2022, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

---

## **19. CORRESPONDENCE BY EXCEPTION**

RSAC noted correspondence for the last quarter.

---

## **20. OTHER BUSINESS**

RSAC noted that Michelle Harwood has been selected to join the National Heavy Vehicle Driver Rest Area Committee, chaired by Senator Sterle, providing oversight to the \$140 million of funding dedicated to heavy vehicle driver rest areas nationally. The nine-member committee comprises five truck drivers and four industry association members. Two meetings of the group have been held so far with the first round of funding expected to open in the next few months.

That TTA is partnering with Rural Alive and Well and will be launching their physical and mental health and wellbeing program 'Open Road', on Monday 15 May during National Road Safety Week. This program will run initially for 18 months and is supported by a grant through the Heavy Vehicle Safety Initiative program.