

ROAD SAFETY ADVISORY COUNCIL  
**TOWARDS ZERO**

MEETING 53

22 AUGUST 2023

## **MINUTES**

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

#### **Attendees**

Mr Scott Tilyard, Chair

Mr Mick Boyd, President, Tasmanian Motorcycle (TMC)

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

Mr Jonathan Higgins, Acting 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)

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

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

Mr Stuart Wilkinson, Acting Assistant Commissioner Operations, Tasmania Police

#### **Apologies**

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

Mr Gary Swain, Acting Secretary, State Growth

#### **Observers**

Mr Martin Crane, General Manager Road User Services, State Growth

Mr Craig Hoey, Manager Road Safety, State Growth

Ms Yasmin Maskiell, Manager Policy and Projects, State Growth

Inspector Gary Williams, State Road Safety Coordinator, Tasmania Police

#### **State Growth presenters and new employee observers:**

Mr Mark Bandick, Policy and Project Officer, State Growth

Mr Keith Brown, Policy Officer, State Growth

Ms Babette Moate, Director Passenger Transport, State Growth

Mr Alan Rushworth, Manager Road Safety Policy and Projects, State Growth

Mr Newton Wiseman, Project Manager, Safe Road Use, State Growth

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### **I. WELCOME**

Scott Tilyard, Chair of the Road Safety Advisory Council (RSAC) welcomed members and observers to the 53<sup>rd</sup> meeting of the Council. Apologies were noted.

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## **2. CONFLICTS OF INTEREST**

Mark Mugnaioni declared a conflict of interest relating to agenda item 11 – Keys2Drive program.

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

RSAC members endorsed the minutes and noted the actions from the 30 May 2023 meeting. RSAC noted that the Speed Management Strategy and funding for the Keys2Drive program items have been deferred to November 2023.

### **Actions**

- The Speed Management Strategy and funding for Keys2Drive agenda items have been deferred to the November 2023 meeting of RSAC. (Ange Green)
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## **4. AUTOMATED TRAFFIC ENFORCEMENT PROJECT (ATEP) PRESENTATION**

The RSAC noted the presentation from Newton Wiseman about the ATEP performance data. RSAC noted that as at June 2023 there were 14 speed cameras in operation, equating to 35,000 enforcement hours per annum. Two more cameras will be operational by September equating to an additional 5,000 hours. Early speed data analysis shows a 1.1 km/h reduction in average vehicle speeds and a 5 percentage point reduction in vehicles travelling above the speed limit. Both are statistically significant.

RSAC discussed jurisdictional comparisons, but noted it is very difficult to undertake a comparison with a mix of different technologies applied in different ways and with a range of deployment methods. However, all jurisdictions have similar outcomes in terms of reductions in speed. RSAC discussed the possible scaling up of the program by increasing deployment hours or the purchase of additional cameras.

RSAC discussed the ongoing funding of the automated traffic enforcement program and agreed to write to the Minister about a long-term commitment to the full funding of the ATEP to meet the program objectives and maximise road safety outcomes, noting the recommendation from the Parliamentary Inquiry and the funding models used in other jurisdictions.

RSAC noted the sizable amount of work undertaken by Tasmania Police and the ATEP team in developing and implementing the ATEP.

### **Actions**

- RSAC to write to the Minister about a long-term commitment to the full funding of the ATEP to meet the program objectives and maximise road safety outcomes, noting the

recommendation from the Parliamentary Inquiry and the funding models used in other jurisdictions. (Craig Hoey).

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## **5. SEATBELTS AND STANDING ON BUSES**

Babette Moate, Director Passenger Transport, State Growth was invited to RSAC to discuss the issue of seatbelts and standing on buses following the Victorian bus crash on 16 May 2023 and Hunter Valley, NSW crash of 11 June 2023.

RSAC noted that there are no legislative requirements for seatbelts on buses in Tasmania, but it is mandatory for passengers to wear a seatbelt if fitted. Bus travel is a safe form of transport due to features such as strong, closely spaced seats with energy-absorbing backs, reinforced bodies, sturdy anchorages and roll-over strength, higher seating positions compared to cars and more weight reducing force and speed on impact.

RSAC discussed the practicalities, complexities and implementation challenges of having school buses fitted with seatbelts, including difficulty in ensuring compliance and the use of booster seats.

Tasmanian crash data does not support a need for seatbelts on buses. In the five years from 2013 – 2018, 30 children between four and 15 years of age were injured as pedestrians in school zones, 15 during school hours. Severity ranged from minor to serious injuries. There were two fatalities prior to 2014 resulting from other vehicles colliding with students who had disembarked from a bus.

RSAC noted the national bus safety roundtable to be held next week. The report from the roundtable is to be provided to RSAC at the November meeting or if there are urgent matters out of session prior to the next meeting.

The RSAC Education and Enforcement Sub-Committee will also consider a future campaign focusing on boarding and disembarking from school buses, standing on buses and the wearing of seatbelts if fitted.

### **Actions**

- The report from the bus safety roundtable is to be provided to RSAC at the November meeting or if there are urgent matters out of session prior to the next meeting. (Babette Moate)
  - The RSAC Education and Enforcement Sub-Committee to consider a future campaign focusing on boarding and disembarking from school buses, standing on buses and the wearing of seatbelts if fitted. (Craig Hoey)
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## **6. THOUGHTS FROM OUR OUTGOING ROAD SAFETY EXPERT**

Dr Ian Johnston, outgoing RSAC Road Safety Expert discussed his thoughts about road safety efforts in Tasmania and Australia more broadly.

No jurisdiction in Australia has been able to achieve its road trauma reduction targets in the recent past. In the last decade, the absolute numbers of road users killed or seriously injured has remained constant. Dr Johnston spoke about the importance of setting targets and Safety Performance Indicators (SPIs) with clear lines of accountability for them as critical for progress in the road safety effort. This has been successful in Sweden, due largely to particular individuals driving the need for accountability.

Dr Johnston discussed our outdated road transport system, designed in earlier times, and how implementing a comprehensive 'safe system' remediation process in the short term is beyond available resources. We need to start with safe system principles and work backwards to interim achievable elements. For example, sealing shoulders and improving line-marking as a step towards centre barriers. However, these interim targets must not become acceptable end points in themselves.

### **Actions**

- Dr Johnston's paper to be provided to the Minister for Infrastructure and Transport. (Scott Tilyard)
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## **7. SAFETY PERFORMANCE INDICATORS (SPIs) UPDATE**

RSAC noted the approach to delivering SPI communications, the timeframe for delivery, overview of progress and supporting factsheets. There are two main objectives for SPIs – awareness and education, and accountability. There are five SPIs to be finalised and presented to RSAC by November 2023, with the other eight by March 2024. SPIs will be reported on the RSAC website and in RSAC annual reports, with a preference for all the annual SPIs to be published at the same time interval.

RSAC discussed governance in relation to reporting (establishing baselines, responsibility for sourcing baseline data, and frequency of reporting), and governance in a broader sense: governance of SPIs needs to consider accountability as RSAC is not responsible for achieving SPIs. There is potential to add an extra governance column noting long term accountability for achieving outcomes. It was also suggested that more parties be added to specific SPIs for data collection and monitoring. RSAC will continue the refinement of the performance measures.

Dr Johnston discussed a possible approach that would have the Minister and relevant stakeholders holding an annual meeting or event to discuss the annual reporting and to aid accountability and inform future actions.

RSAC discussed SPI 5, the definition of three-star roads and the definition of a high-volume network. Denise McIntyre noted the definition could make reference to Category One roads against the Austroads standard. RSAC discussed reporting on progress of upgrading Category One roads as a priority.

There is potential to consider a longer term strategy for reporting on other sub-categories of roads (ie. Category Two etc.) In relation to this Scott Tilyard questioned if the SPI list should be changed – e.g. Safe Roads. Dr Johnston indicated that this is where the greatest gains will be.

RSAC agreed that the implementation of SPIs is a priority of RSAC.

### **Actions**

- There are five SPIs to be finalised and presented to RSAC by November 2023, with the other eight by March 2024.
  - RSB to review SPI 5 to examine the potential of sub-dividing the Safe Roads SPI into sub-groups similar to speeds to allow for different categories in the road network. (Craig Hoey)
  - RSB to consider the preference for all the annual SPIs to be published at the same time interval. (Craig Hoey)
  - RSB to continue the refinement of the performance measures and provide to RSAC for endorsement. (Craig Hoey)
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## **8. LIGHT VEHICLE SAFETY STRATEGY (LVSS)**

RSAC noted the progress to date on the LVSS and endorsed actioning the LVSS under six work areas including a risk-based inspection regime, an incentive based young driver program, a communications campaign, the No Interest Loans Scheme, improved safety for the Government and Learner Driver Mentor Program (LDMP) fleets, and activities that are business as usual.

RSAC discussed the proposal to introduce a risk-based inspection regime and noted that if light vehicles 12 years and over were required to have an inspection when sold or transferred, this would equate to an additional 55,000 inspections.

RSAC further discussed the unsafe2safe program an incentive-based program to encourage young regional Victorians into safer vehicles. The RSB is currently analysing Tasmanian crash data to determine whether the findings will be able to inform a proposal for a similar incentive program in Tasmania.

RSAC noted that education campaigns are to be supported by enforcement operations, including winter driving and driving to the conditions messages as well as safe towing and caravanning.

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## **9. AUSTRALIAN GOVERNMENT ROAD SAFETY PROGRAM (RSP) – NEXT TRANCHES**

RSAC noted the status of projects under the RSP and endorsed funding of up to \$22 million from the Levy to support projects under the next tranches (1 July 2023 – 30 June 2025), noting that funding will be available with the extension of the Action Plan to 2026.

SOC noted that the Australian Government is considering changing the policy from 80/20 for regional and 50/50 for urban projects to 50/50 co-contributions for all projects. Funding for projects not started under T1 and T3, is not likely to be brought forward to the new RSP, but it is expected that sunk costs will be able to be claimed.

The state is awaiting formal advice from the Australian Government on withdrawal of funding and this will be dealt with separately to progression of works under the next tranche.

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## **10. MOTORCYCLIST GRADUATED LICENSING SYSTEM (MGLS) – RECOMMENDATION TO EXTEND LAMS TO P2 RIDERS**

RSAC noted that the Austroads review into LAMS does not affect CASR advice in regard to the recommendation to extend LAMS to P2 riders in Tasmania. RSAC endorsed the recommendation. The TMC dissented from this decision. RSAC discussed the list of LAMS approved motorcycles. RSAC noted that Austroads is finalising a list of LAMS approved motorcycles. Tasmania is currently using the New South Wales (NSW) list.

RSAC discussed the recommendations to 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). RSAC members' views on removing the reference to regional area exemptions were sought. RSAC supported the removal of the reference to regional areas as it is difficult to administer. Exemptions will be able to be sought from anywhere in the state. A Minute will be prepared for the Minister.

### **Actions**

- The NSW list of approved LAMS motorcycles is to be provided to the TMC which occurred prior to the conclusion of the meeting. (Craig Hoey)
  - A Minute is to be prepared for the Minister for Infrastructure and Transport, seeking approval for the extension of LAMS to P2 riders and noting the removal of the reference to regional areas for exemptions for age restrictions. (Craig Hoey)
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## **11. KEYS2DRIVE PROGRAM UPDATE**

RSAC noted the update about the Keys2Drive program. The RSB is currently analysing driver licensure to consider options, if any, for reallocating unspent funding for the Plates Plus lesson. This includes geographical dispersion of licence holders and licence support programs, licence progression rates and unlicensed populations. Recommendations on how to utilise funding will be provided to RSAC in November.

## **Actions**

- Recommendations for the reallocation of state Keys2Drive program funding of \$450,000 to be provided to RSAC at its 27 November 2023 meeting. (Ange Green)
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## **12. MID-TERM REVIEW UPDATE**

RSAC noted that the RSB has engaged an independent researcher to provide advice on potential initiatives under Mid-term Review (MTR). The RSB is also preparing a revised Action Plan for the 2020-26 period. The Action Plan will include forwards, budget information, statistics, initiatives to reflect MTR changes, progress since 2020, background to revision, factors considered by MTR, changes arising from MTR, achievements to date for each theme.

The final independent research will be provided to RSAC in November for endorsement of the final MTR and revised Action Plan. Initiatives from the MTR will then be incorporated into the Action Plan and out-of-session endorsement sought from RSAC pending finalised 2023 data but before the first 2024 meeting of RSAC. The new Action Plan will be launched in National Road Safety Week in early May 2024.

## **Actions**

- The independent research will be provided to RSAC in November for endorsement. (Ange Green)
  - The recommended initiatives from the independent research will be incorporated into the final MTR and revised Action Plan 2020-2026 and out-of-session endorsement sought from RSAC pending finalised 2023 data but before the first 2024 meeting of RSAC. (Ange Green)
  - The new Action Plan will be launched in National Road Safety Week in early May 2024. (Craig Hoey)
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## **13. DRIVER GRADUATED LICENSING SYSTEM (GLS) DIGITAL PRODUCTS UPDATE**

RSAC noted that the Saving Young Lives steering committee has endorsed migrating the Plates Plus logbook app to an alternative provider. RSAC discussed the funding for Plates Plus, noting that it should be funded from Consolidate Revenue into the future.

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## **14. LEARNER DRIVER MENTOR PROGRAM (LDMP) 2023-24 FUNDING ROUND**

RSAC noted the outcomes of the 2023-24 LDMP funding round. \$1,203,324 was allocated to the 2023-24 round including \$1,031,111 to 16 LDMPs and \$172,213 to Driver Mentoring Tasmania (DMT). The Minister approved additional funding of \$203,324 from the Saving Young Lives budget, additional funding may be drawn down from unallocated levy funds.

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## **15. CHAIR'S REPORT**

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

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## **16. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 JUNE 2023**

RSAC noted the Quarterly Progress Report to 30 June 2023, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

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## **17. CORRESPONDENCE BY EXCEPTION**

RSAC noted correspondence for the last quarter.

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## **18. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT**

RSAC noted the key activities of the Education and Enforcement Sub-Committee for the last quarter.

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

RSAC noted the Tasmania Police Traffic Outputs report as at May 2023.

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## **20. OTHER BUSINESS**

### Road Safety Expert

This was the final meeting with Dr Ian Johnston as the Road Safety Expert on RSAC. The Chair and all RSAC members thanked Dr Johnston for his significant contribution to RSAC and to improving road safety in Tasmania over the last nine years.

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