

ROAD SAFETY ADVISORY COUNCIL
TOWARDS ZERO

MEETING 55

19 MARCH 2024

MINUTES

I. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Mr Paul Kingston, CEO, Motor Accidents Insurance Board (MAIB) (Acting Chair)
Assistant Commissioner Adrian Bodnar, Assistant Commissioner Operations, Tasmania Police
Ms Michelle Harwood, Executive Director, Tasmanian Transport Association (TTA)
Ms Alison Hetherington, President, Tasmanian Bicycle Council (TBC)
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)
Dr Blair Turner, Road Safety Expert

Apologies

Mr Mick Boyd, President, Tasmanian Motorcycle (TMC)
Mr Scott Tilyard, Chair

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
Acting Inspector Justin Lawler, State Road Safety Coordinator, Tasmania Police

State Growth presenters and new employee observers:

Mr Simon Buddle, Manager Crash Data, State Growth
Mr Alan Rushworth, Technical Lead AUSRAP, Austroads

I. WELCOME

As Scott Tilyard was an apology for the meeting, he nominated Paul Kingston as Chair for the meeting and this was endorsed by members. The Acting Chair welcomed members and observers to the 55th meeting of the Council. Apologies were noted.

2. CONFLICTS OF INTEREST

There were no conflicts of interest.

3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

Tasmania Police requested a minor amendment to the 27 November 2023 minutes and RSAC members endorsed the minutes and noted the status of actions from the 27 November 2023 RSAC meeting. The action for agenda item 15. Automated Traffic Enforcement Project update from the 27 November meeting will be carried forward to 19 March 2024 meeting actions.

Mark Mugnaioni requested an update update from State Growth on the current progress and next 12-month plan for the AUSRAP survey of key roads in the state. RSAC noted that there is a commitment under the National Action Plan and from Austroads to publish the results in 2025. RACT offered to share information on the Queensland methodology with State Growth when appropriate.

RSAC further noted the delay to the finalisation and launch of the extended Towards Zero Action Plan 2020-2026 due to the state election. The Action Plan will be revised as necessary when government is formed and will provide it to the new government for approval as soon as possible.

Actions

- 27 November 2023 minutes to be amended as per Tasmania Police's request. (Ange Green)
 - The action for agenda item 15. Automated Traffic Enforcement Project update from the 27 November meeting will be carried forward to 19 March 2024 meeting actions. (Ange Green)
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4. 2023 ROAD TOLL OVERVIEW

The RSAC discussed the presentation by Simon Buddle, Manager Crash Data, on the 2023 road toll. In 2023 there were 35 fatalities, compared to 51 in 2022, a 31 per cent decrease on 2022 and a 5.9 per cent decrease on the five-year average. In 2023 there were 344 serious casualties compared to 320 in 2022, a 12.9 per cent increase on the five-year average. Fatalities per 100 000 population decreased from 8.9 in 2022 to 5.9 in 2023. 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 also discussed the crash involvement of US-style utes and SUVs. For the period 2019-2024 (YTD) approximately 61,500 vehicles were involved in crashes in Tasmania. US-style utes account for only 54 of these – less than 1 in 1000. Of these 54, about three quarters were property damage only, with around 20 per cent resulting in minor injuries. Only three of the crashes involved a vulnerable road user (two cyclists, one motorcycle rider). None of the crashes involved serious or fatal injuries. Martin Crane noted that the number of US-style utes and SUVs could be tracked through the motor registry system.

RSAC noted the lack of ANCAP ratings or Used Car Safety Ratings for large utility vehicles and SUVs. ANCAP has acknowledged the increasing uptake of these vehicles and has committed to the testing of large utes in 2025.

RSAC discussed the need for a balance between public education and infrastructure improvements to reduce road trauma.

RSAC further discussed the collection of injury outcome data from hospitals as an aspirational goal and how this would be particularly beneficial to get a better understanding of injuries from unreported crashes, for example, for e-scooters.

5. SAFETY PERFORMANCE INDICATORS (SPIs)

RSAC noted and discussed the presentation by Alan Rushworth which contextualised Safety Performance Indicators (SPIs). Alan discussed the difference between intermediate and final outcomes and utilising SPIs to develop actions to reduce road trauma. Alan went through a comprehensive example for seatbelt compliance, noting that although baseline observational studies indicate there is 98.9 per cent compliance, this means that 1.1 per cent of vehicle occupants are not wearing seatbelts and this equates to around 4,000 Tasmanian licensed drivers not complying with seatbelt laws.

Research tells us that wearing a seatbelt can provide 45-50 per cent reduction in the risk of fatal and serious injuries. In the local context, in the past 10 years, 207 people not complying with seatbelt laws were seriously injured or killed in Tasmania. Applying research would suggest increasing seatbelt compliance has the potential to make a material saving to the number of people killed and seriously injured on Tasmanian roads. This example demonstrates the importance of SPIs in measuring road safety performance and in prioritising/optimising road safety countermeasures within available resources.

RSAC discussed the timing for publishing SPIs, noting that this is most likely to occur with the launch of the Action Plan.

RSAC requested that presentations on the other SPIs be provided in the same format going forward.

Actions

- State Growth to provide other SPI presentations to RSAC as they are developed. (Craig Hoey)
 - A copy of the 'Contextualising SPIs' presentation to be circulated to members with the RSAC minutes. (Ange Green)
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6. LIGHT VEHICLE SAFETY STRATEGY

RSAC discussed funding for the Light Vehicle Safety Strategy (LVSS) and actions under the strategy. The strategy has three main themes with 17 associated actions. The themes are:

- Make the current light vehicle fleet safer
- Increase public demand for safer vehicles, and
- Reduce the age of Tasmania's light vehicle fleet.

RSAC noted that up to \$2.3 million funding from the Road Safety Levy will be required to implement the LVSS, including a risk-based vehicle inspection regime. \$4.2 million was originally allocated for the LVSS to 2026.

RSAC discussed the risk-based inspection regime which proposes that inspections be undertaken for light vehicles 15+ years on point of sale and that inspections for interstate vehicles under five years be removed. Mark Mugnaioni indicated that RACT breakdown data showed an increase in vehicle defects from 10+ years. Inspection data indicates that safety related defects start to increase from vehicles 12 years of age and spike at 15 years. Road safety research on vehicle age indicates that light vehicles 16+ years of age results in a doubling of risk.

RSAC noted that a Regulatory Impact Statement would most likely be undertaken prior to the introduction of a risk-based inspection scheme. Members agreed that State Growth should consider a sliding scale for vehicle age and that recommendations should be evidence-based. State Growth is to provide final policy advice and evidence to RSAC.

RSAC discussed and endorsed the funding request for \$270,000 for recruitment of a policy officer to implement the LVSS. RSAC further noted the launch of education activities to coincide with the start of Daylight Savings in October 2024.

Actions

- State Growth to further develop policy advice on risk-based inspections and present findings to RSAC. (Craig Hoey)

Decisions

- RSAC endorsed the funding request for \$270,000 for recruitment of a policy officer to implement the LVSS.
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7. CHURCHILL AWARD – PRESENTATION OF FINDINGS AND RECOMMENDATIONS

RSAC noted and discussed Craig Hoey's presentation about the findings and recommendations from his Churchill Fellowship travel to leading European nations to investigate the factors underpinning the road safety performance of these countries relative to Australia.

The recommendations in relation to a systematic method of working, prioritisation of evidence-based measures and the implementation of agreed actions, supported by clear lines of accountability will be considered in the development of the next 10-year road safety strategy.

Actions

- A copy of Craig Hoey's presentation to be circulated with the meeting minute and any questions arising from the presentation to be discussed at the May 2024 RSAC meeting. (Ange Green, Craig Hoey)

Decisions

- RSAC endorsed a best practice model for road safety governance be considered in the scope during the development of Tasmania's next 10-year road safety strategy, with a focus on effective safe system implementation.
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8. GRADUATED LICENSING SYSTEM (GLS) SUPERVISED HOURS FOR OVER 25s – RESEARCH FUNDING REQUEST

RSAC discussed the requirement for mandatory supervised driving hours for learners over the age of 25, noting that Tasmania does not currently align with the majority of Australian jurisdictions.

RSAC endorsed the recommendation to fund \$46,997 from unspent Keys2Drive funding for a consultancy to provide advice on the road safety implications/benefits of mandatory supervised driving hours for learner drivers over the age of 25.

Decisions

- RSAC endorsed \$46,997 of Road Safety Levy funding for a consultancy to provide advice on the benefits/implications of mandatory driving hours for learner drivers over the age of 25. (Craig Hoey)
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9. SPEED MANAGEMENT STRATEGY

RSAC noted the Speed Management Strategy update, noting the Transport and Infrastructure Group Executive Team has approved a project governance process and structure, with an internal working group and an external governance group which will include State Growth, Tasmania Police, LGAT, RACT, and Dr Blair Turner. RSAC further noted that a plan is being developed to inform public consultation and that changes requested by RSAC have been made to the project plan.

10. AUTOMATED TRAFFIC ENFORCEMENT PROGRAM UPDATE

RSAC noted the Automated Traffic Enforcement Program (ATEP) update. The implementation of registration enforcement technology is expected to be completed by April/May 2024 and the trialling of average speed enforcement technology at a selection of locations is expected to commence in April/May 2024. Trial outcomes will be provided to RSAC. Scoping work is also being undertaken for the program evaluation.

RSAC was advised that it is proposed the ATEP Steering Committee be concluded and be replaced with a cross-agency committee and that policy related matters will still come to RSAC for consideration. The disbanding of the ATE Steering Committee recommendation will be provided to RSAC out-of-session for endorsement.

Actions

- The disbanding of the ATE Steering Committee recommendation will be provided to RSAC out-of-session for endorsement. (Ange Green, Newton Wiseman)
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11. NATIONAL ROAD SAFETY WEEK (NRSW) ACTIVITIES

RSAC noted National Road Safety Week will be hosted by Tasmania from 5-12 May 2024. There will be a specific road safety theme each day and events have been organised for each day, across the state. The launch will be held at the Tasmanian Museum and Art Gallery on 5 May and will feature the life-like sculpture Graham who has been designed to demonstrate how humans would need to evolve to withstand the impacts of road crashes. Grants of \$3,300 are available to each of the 29 councils around Tasmania to host an event to promote road safety at the local level. Landmarks will be lit in yellow, bus back promotion will occur, pledge boards and yellow ribbons will be available throughout the week.

The Acting Chair acknowledged and thanked the hard work by the Road Safety marketing team and partners such as Bicycle Network, LGAT, Tasmania Police and RACT.

12. CHAIR'S REPORT

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

13. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 DECEMBER 2023

RSAC noted the Quarterly Progress Report to 31 December 2023, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

14. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

15. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT

RSAC noted the key activities of the Education and Enforcement Sub-Committee for the last quarter. RSAC noted the Driver Reviver program has relaunched and the upcoming activities for National Road Safety Week.

16. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs report as at January 2024.

17. OTHER BUSINESS

RSAC noted that the Learner Driver Mentor Program 2024-25 grants round has been delayed due to the election. A minute will be provided to the portfolio minister of the incoming government as soon as is practicable.