

ROAD SAFETY ADVISORY COUNCIL
TOWARDS ZERO

MEETING 56

21 MAY 2024

MINUTES

I. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Mr Scott Tilyard, Chair

Assistant Commissioner Adrian Bodnar, Assistant Commissioner Operations, Tasmania Police

Mr Mick Boyd, President, Tasmanian Motorcycle (TMC)

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)

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

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

Mr Simon Hrycyszyn, TMC

State Growth presenters and new employee observers:

Ms Amy Pennington, Marketing Officer, State Growth

I. WELCOME

The Chair welcomed members and observers to the 56th meeting of the Road Safety Advisory Council (RSAC). There were no apologies.

2. CONFLICTS OF INTEREST

Mark Mugnaioni declared a conflict of interest with agenda item 14 – young driver education 2024 election commitment. There were no other conflicts of interest.

3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC endorsed the minutes of the 19 March 2024 meeting. RSAC noted the status of all actions from the 19 March 2024 meeting. All actions were complete or underway.

4. CONTEXTUALIZING SAFETY PERFORMANCE INDICATORS (SPIS) – MOBILE PHONE USAGE

The RSAC noted and discussed the presentation by Craig Hoey on the mobile phone usage SPI. Craig discussed the difference between intermediate and final outcomes and utilising SPIs to develop actions to reduce road trauma. Craig went through an example for mobile phone usage compliance, noting that although 2023 baseline observational studies indicate there is 97 per cent compliance, this means that 3 per cent of vehicle occupants are not complying with mobile phone laws and which could theoretically equate to around 13,000 Tasmanian licensed drivers not complying with the law.

Unlike seatbelt wearing, research is less robust about risk and crash likelihood/consequence. However, mobile phone usage does distract from the driving task affecting reaction time, safe following distance, lane control and surveillance of surrounding traffic conditions. Distraction occurs when a driver engages with a secondary activity that interferes with performance of the primary task of driving. Distraction can be visual, physical, cognitive or a combination of these. In the past 10 years, 718 people have been killed or seriously injured in crashes in Tasmania where distraction was a factor.

RSAC discussed current actions and factors we can influence to reduce distraction. Dr Blair Turner discussed vehicle black box technology. Martin Crane advised that vehicle technology in the Tasmanian fleet would be considered in the Light Vehicle Safety Strategy.

RSAC discussed the issue of distraction more broadly and highlighting the dangers of mobile phone usage to promoting distraction more broadly.

RSAC requested information about whether the automated traffic enforcement cameras are able to detect heavy vehicle non-seatbelt compliance and whether the seatbelt compliance rate of 98.9 per cent correlates with the automated traffic enforcement camera detection rate.

Actions

- State Growth to provide RSAC with information about whether the automated traffic enforcement cameras are able to detect heavy vehicle non-seatbelt compliance and whether the seatbelt compliance rate of 98.9 per cent correlates with the automated traffic enforcement camera detection rate at its 13 August 2024 meeting. (Ange Green)
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5. 2024-25 FINANCIAL YEAR BUDGET APPROVAL

RSAC discussed the 2024-25 financial year budget approval and noted the expenditure of financial year 2023-24 relative to budget, the forward revenue and expenditure projections and the anticipated budget requests for financial year 2024-25. A 2024-25 budget update will support the Towards Zero Action Plan (2020-2026) when approved by Government later in 2024.

RSAC endorsed the proposed budget, by theme, for financial year 2024-25, the indexation of programs listed with financial constraints (adjusted by most recent annual Hobart inflation figures from Treasury) and the proposed budget allocation provided for the Motorcyclist Graduated Licensing System.

RSAC noted that Ministerial approval is being sought for six months funding of the Learner Driver mentor Program (LDMP) at the same level as for the 2023-24 financial year. RSAC further noted that no provision has been made in the Road Safety Levy for the young driver education election commitment. RACT noted that the RACT policy is explicit in the need for this funding to come from hypothecation of automated traffic enforcement fines revenue.

RSAC discussed how the road safety measures in the Action Plan reflect available funding. Council noted the Action Plan measures are not linked to trauma targets, which could be achieved by the availability of additional funding. RSAC agreed to hold an out-of-session workshop to discuss potential initiatives for consideration should additional funding be available, including under the next 10-year strategy. The workshop is to consider the measures and funding requirements to accelerate progress towards Tasmanian Towards Zero Road Safety Strategy targets and nationally agreed road safety performance targets of halving road deaths by 2030 (from 2021 levels) and the long-term target of eliminating road trauma by 2050.

Dion Lester advocated for indexation of funding to local government road line marking. This was endorsed by RSAC.

RSAC discussed the Australian Government's requirements for jurisdictions to enhance data collection and sharing. Although the Australian Government is providing funding, RSAC noted that this could be a budget risk. It was also noted that local government does not collect data on its assets and there could be a significant impact on local government.

RSAC noted that in its current form the draft LVSS proposes a budget of \$2.3m from an original budget allocation of \$4.7m. Pending endorsement of a final LVSS, up to \$2.4m may become available for re-allocation.

RSAC noted that there are significant opportunities for increasing brand recognition for the Australasian Road Safety Conference and for national Road Safety Week.

Actions

- State Growth to revise the 2024/25 budget to include indexation of local government line marking. (Craig Hoey)
 - State Growth to convene an out-of-session RSAC workshop to discuss potential initiatives for consideration should additional funding be available under the next 10-year strategy and in the shorter term, to accelerate progress towards state and nationally agreed road trauma targets. (Ange Green)
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6. BROOKER HIGHWAY/FORESHORE RD FUNDING SUBMISSION

RSAC discussed the proposal for \$6.5 million funding from the Road Safety Levy for the Brooker Highway/Foreshore Rd traffic signals. The project has been identified as the highest priority unfunded road safety project by State Growth based on cost effectiveness analysis.

RSAC discussed the merits of the project and alternative funding sources, including the Australian Government Blackspot funding program. RSAC requested advice on whether this had been considered, whether the project met Blackspot funding guidelines and whether the project could be funded from the Blackspot program. RSAC agreed that if the project was to be funded under the Australian Government Blackspot program, that a co-contribution from the Levy could be considered.

Actions

- State Growth to provide advice to RSAC on whether Blackspot funding could be used to fund the Brooker Highway/Foreshore Rd traffic signals project. (Denise McIntyre)
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7. EDUCATION AND ENFORCEMENT SUB-COMMITTEE (EESC) 2024-25 FINANCIAL YEAR BUDGET APPROVAL

This item was deferred as the budget has not yet been finalised. Out-of-session approval will be sought from the Education and Enforcement Sub-Committee and RSAC.

Actions

- Out-of-session approval for the Education and Enforcement Sub-Committee 2024-25 financial year budget will be sought from RSAC as soon as possible. (Ange Green, Craig Hoey)
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8. AUTOMATED TRAFFIC ENFORCEMENT PROJECT GOVERNANCE

RSAC endorsed the proposed governance arrangements for the Automated Traffic Enforcement (ATE) and noted the ATE Steering Committee has been dissolved, an ATE Oversight Committee has been established to oversee operations and provide collaboration between key stakeholders, and to enable the ATE Oversight Committee to refer significant road safety policy matters to the RSAC for consideration and advice to government. RSAC noted that under its terms of reference RSAC does not have a direct role in delivery of programs.

RSAC requested the terms of reference for the ATE program evaluation, including the camera deployment strategy, be provided to RSAC at its August 2024 meeting and for any recommendations from RSAC to guide the Oversight Committee. RSAC discussed options for the evaluation, including dividing it into two one-year parts to expedite the process.

Quarterly reports on the ATE program are to be provided to RSAC and its Sub-Committee.

Actions

- The terms of reference for the ATE program evaluation, including the camera deployment strategy, to be provided to RSAC at its August 2024 meeting and for any recommendations from RSAC to guide the Oversight Committee. (Craig Hoey)
 - Quarterly reports on the ATE program are to be provided to RSAC and its Education and Enforcement Sub-Committee. (Craig Hoey)
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9. AGENDA ITEM DEFERRED

This agenda item has been deferred.

10. SPEED MANAGEMENT STRATEGY

RSAC noted the update on the Speed Management Strategy. State Growth will implement the Speed Management Strategy consultation plan for delivery in mid-2024. A brief update on the progress of the consultation will be provided to RSAC members at its 13 August 2024 meeting. RSAC requested the consultation questions be provided to them prior to consultation occurring.

Actions

- RSAC requested the Speed Management Strategy consultation questions be provided to them prior to consultation occurring. (Ange Green, Craig Hoey)
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11. AUTOMATED TRAFFIC ENFORCEMENT PROJECT UPDATE

RSAC noted the Automated Traffic Enforcement (ATE) Project update, and the comparison of ATE activities between jurisdictions as a broad indicator of the level of effort and investment in activity.

12. NATIONAL ROAD SAFETY WEEK ACTIVITIES

RSAC noted the presentation by Amy Pennington, Marketing Officer, about National Road Safety Week (NRSW) activities, with the week being hosted by Tasmania for the first time.

RSAC thanked and acknowledged the enthusiastic efforts of Yvette Stubbs, Manager Marketing and Communications and Amy Pennington, Marketing Officer (Road Safety Branch) in organising the week's events and making it such a success. The Chair also acknowledged and thanked RSAC member organisations, including RACT, Bike Network, Tasmania Police and the TTA for their commitment and work to organise and participate in events around the state.

Member organisations to provide State Growth with a summary and images from their activities to be included in the state's report to the NRSW organising committee.

Actions

- RSAC member organisations to provide Yvette Stubbs, State Growth with a summary and images from their activities to be included in the state's report to the NRSW organising committee. (RACT, TBC, TTA, Tasmania Police)
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13. NATIONAL ROAD SAFETY CONFERENCE 2024

(RSAC) noted outcomes of the National Road Safety Conference chaired by the Australian Government on 18 and 19 April 2024. Ministers agreed to actively support the development of a National Minimum Data Set and National Data Collection and Reporting Frameworks, that the National Drug Driving Working Group will be refocused and meet before 30 June 2024, that the Australian Government will spearhead a national road safety education campaign, to complement, but not duplicate, the campaigns in each jurisdiction.

Ministers also noted the clear feedback from conference participants that speed is a key factor in road trauma and agreed that the Australian Government should engage the community on the implications of speeding and the benefits of lowering speeds.

Ministers have also sought advice from the Australian Government on options to accelerate turnover in the fleet to supply affordable safer vehicles to the second-hand market.

14. YOUNG DRIVER EDUCATION 2024 ELECTION COMMITMENT

RSAC noted the advice provided in relation to the young driver education election commitment including the details of the 2024 election commitment for RSAC to deliver an \$8 million investment into young driver road safety education over five years in partnership with the RACT, the evidence base for road safety education programs and the details of the initiative's funding and inclusion in the *Towards Zero Action Plan 2020–2026*.

RSAC discussed partnering with an academic institution to develop and evaluate the program. RSAC further discussed the 6,000 new drivers entering the licensing system each year and the possibility of collecting data on new entrants going forward.

RSAC noted the need to consult with young people in the development of the program, to take literacy issues into account and the opportunity to upskill supervising drivers and driving instructors.

The TMC raised the question of inclusion of novice motorcyclists and RSAC agreed that education would be considered for young motorcyclists as well, this may form part of the Motorcyclist Graduated Licensing System project. RSAC agreed that possible initiatives may apply to more than one road user type.

15. CHAIR'S REPORT

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

16. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 MARCH 2024

RSAC noted the Quarterly Progress Report to 31 March 2024, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

17. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

18. 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 that the Marketing team and Paul Kingston recently met with the new creative agency who will shortly commence work on a new concept for young driver drink-driving.

19. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

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

20. OTHER BUSINESS

The Chair RSAC raised the potential issue of power to weight restrictions on Graduated Licensing System (GLS) vehicles particularly in the light of the emergence of dual engine electric vehicles, noting that most other States appear to have relevant restrictions in place for learners and novice drivers. RSAC requested a jurisdictional comparison of power to weight restrictions for GLS participants, including electric vehicles.

Actions

- RSAC to be provided with a jurisdictional comparison of power to weight restrictions for GLS participants, including electric vehicles at its August 2024 meeting. (Craig Hoey)