

MINUTES

I. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Mr Scott Tilyard, Chair

Assistant Commissioner Adrian Bodnar, Assistant Commissioner Operations, Tasmania Police

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)

Dr Blair Turner, Road Safety Expert

Apologies

Mr Mick Boyd, President, Tasmanian Motorcycle (TMC)

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

Mr Gary Swain, Acting Secretary, 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

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

Ms Serena Gore, Graduate Policy Officer, State Growth

Ms Sarah Simpfendorfer, Policy Officer, State Growth

Ms Steph Tye, Graduate Policy Officer, State Growth

I. WELCOME

Scott Tilyard, Chair of the Road Safety Advisory Council (RSAC) welcomed members and observers to the 54th meeting of the Council. Apologies were noted. The Chair also welcomed Dr Blair Turner, the new Road Safety Expert, to his first meeting of Council. Dr Turner outlined his extensive experience in road safety in Australia, New Zealand and with the World Bank, particularly in the areas of speed management and infrastructure.

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 status of actions from the 22 August 2023 RSAC meeting.

4. SPEED MANAGEMENT STRATEGY

The RSAC noted the presentation about the Speed Management Strategy by Mark Bandick, Policy and Project Officer, State Growth. RSAC endorsed the project plan and timeline, noting that the timeline will be adjusted to include public consultation. A governance process and working group will be established. RSAC agreed that the working group will include State Growth, Tasmania Police, LGAT, RACT and the independent road safety expert.

It was noted that funding proposals for implementation projects will be presented to RSAC to align with the approval of the final strategy and may include funding for public education and technical analysis of the road network.

RSAC discussed consideration of public consultation either through a discussion paper, or on the draft Strategy, noting that the media should be briefed. The working group is to determine the appropriate method of consultation.

RSAC discussed the guiding parameters and requested clarification in regard to consideration of speed limit reductions where the existing speed limit and the inbuilt safety of the road infrastructure is mismatched, differentiating between category I roads and other rural roads.

RSAC discussed ownership/governance of the Strategy and will discuss this with the Minister for Infrastructure and Transport at the post-RSAC meeting.

RSAC further discussed and agreed that the Strategy should make explicit links to benefits for the environment, fuel reduction and other relevant issues.

Actions

- The Speed Management Strategy Working Group is to be established and will include representatives from State Growth, Tasmania Police, LGAT, RACT and the independent road safety expert. (Craig Hoey)
- The Speed Management Strategy Working Group is to determine the appropriate method of consultation on the Speed Management Strategy. (Craig Hoey)

- The guiding parameters under the Speed Management Strategy are to be revised to differentiate between category I roads and other roads. (Craig Hoey)
 - Ownership/governance of the Strategy to be discussed with the Minister for Infrastructure and Transport at the post-RSAC meeting. (Scott Tilyard)
 - The Speed Management Strategy should make explicit links to benefits for the environment, fuel reduction and other relevant issues. (Craig Hoey)
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5. MID-TERM REVIEW, INDEPENDENT ADVICE AND DRAFT TOWARDS ZERO ACTION PLAN

RSAC noted and discussed the presentation by Sarah Simpfendorfer, Policy Officer, State Growth, outlining the potential initiatives for the extended Action Plan identified by independent advice. RSAC suggested a number of changes to the initiatives.

Road safety audits were discussed and RSAC agreed that in-depth post-crash investigations should be considered under the Action Plan. Raised safety platforms were also discussed and use of this infrastructure will be included in both the Vulnerable Road User Program (VRUP) and under the Safer Rural Roads theme. The use of innovative infrastructure treatments was discussed and RSAC agreed that councils should be encouraged to use innovative treatments through the Vulnerable Road User Program and that the Tasmanian Government will develop materials to provide information about contemporary and innovative road safety infrastructure treatments to VRUP applicants. RSAC noted that expansion of the automated traffic enforcement program had not been included in the Action plan and agreed that evaluation and potential expansion of the program based on the evaluation should be written into the Action Plan. State Growth will revise the Action Plan initiatives and seek out-of-session endorsement from RSAC on these changes.

RSAC endorsed the Mid-term Review report and the draft Action Plan 2020-2026. Once endorsed by RSAC, the new initiatives will be added to the Action Plan and data and financial information will be updated early in 2024. The Action Plan will then be provided to RSAC for endorsement out-of-session.

Actions

- State Growth to revise the Action Plan initiatives and seek out-of-session endorsement from RSAC on these changes. (Ange Green)
 - The final Action Plan 2020-2026 to be provided to RSAC for endorsement out-of-session in early 2024. (Ange Green)
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6. LIGHT VEHICLE SAFETY STRATEGY

This agenda item was deferred.

7. RSAC ANNUAL REPORT 2022-23

RSAC endorsed the RSAC Annual Report 2022-23, subject to a revision of the Chair's message to more clearly address the challenge of meeting the short-term target of fewer than 200 serious casualties by 2026. RSAC noted that the Annual Report will be published on the RSAC website.

Actions

- State Growth and Chair RSAC to revise the Chair's message in the Annual Report. (Ange Green, Scott Tilyard)
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8. SAFETY PERFORMANCE INDICATORS (SPIs)

RSAC noted the timeframes and status of SPIs. RSAC noted that governance/accountability arrangements are to be considered once further work has been undertaken to validate relationships between potential SPI targets and road safety outcomes. RSAC discussed targets and governance/accountability and agreed that a proposed approach would be provided to RSAC at its March 2024 meeting. Following RSAC's consideration of the approach, this matter will be discussed with the Minister for Infrastructure and Transport.

RSAC noted the web pages and fact sheet examples provided and endorsed the approach to communicating SPIs and the opportunity to tie initial communications of SPIs in with the launch of the Action Plan 2020-2026 in May 2024.

Actions

- A proposed approach for governance/accountability to be provided at its March 2024 meeting. (Craig Hoey)
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9. RSAC MEETING DATES 2024

RSAC endorsed the 2024 RSAC meeting dates:

- 9:00am – 12:00pm, Tuesday, 19 March 2024
- 9:00am – 12:00pm, Tuesday, 21 May 2024
- 9:00am – 12:00pm, Tuesday, 13 August 2024
- 9:00am – 12:00pm, Tuesday, 19 November 2024

All meetings will be held in the putalina Room, Ground Floor, Salamanca Building, Parliament Square, Hobart, unless otherwise advised.

10. EDUCATION AND ENFORCEMENT SUB-COMMITTEE – REVISED TERMS OF REFERENCE (TOR)

RSAC endorsed a minor revision to the Education and Enforcement Sub-Committee TOR to allow for the Road Safety Expert to attend Sub-Committee meetings.

Actions

- A Minute is to be prepared for the Minister for Infrastructure and Transport seeking approval for the revised Sub-Committee Terms of Reference. (Ange Green)
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11. AUSTRALIAN GOVERNMENT ROAD SAFETY PROGRAM – CONTINUITY OF LOCAL GOVERNMENT PROJECTS

RSAC endorsed funding of up to \$1.83 million from the Road Safety Levy to see ongoing Road Safety Program projects to completion as the co-contribution from the Australian Government is to be formally withdrawn as per Minister King's advice in June 2023. RSAC noted that funding of \$400,000 is available from withdrawn projects under tranches 1 and 3, therefore the actual additional funding required is \$1.43 million.

Funding for the Road Safety Program will be discussed with the Minister and outcomes reported back to RSAC.

Actions

- Funding for the Road Safety Program will be discussed with the Minister and outcomes reported back to RSAC. (Scott Tilyard, Martin Crane, Craig Hoey)
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12. SAFE SYSTEM MOTORCYCLE AUDITS

RSAC noted the Safe System Motorcycle Audit progress report. Channel Highway works are to commence this year, with funding of \$400,000 from the Road Safety Levy. The next audit will be on the Tasman Highway from Weldborough to St Helens. \$30,000 has been allocated from the Levy for this audit.

13. SAFE SYSTEM TRAINING FRAMEWORK

RSAC noted that the Road Safety Branch, State Growth is starting procurement to develop an eLearning Safe System induction module to support capacity building. The Branch will monitor the progress of the Transport for New South Wales (TfNSW) Safe System capacity building framework and seek opportunities to deploy quality and cost-effective capacity building products in Tasmania, in collaboration with TfNSW.

It is proposed that the module will include:

- eLearning Safe System induction module for all Transport Infrastructure Group employees
- in-person Safe System Foundational Knowledge module for those working in road safety roles needing to apply Safe System in practice
- Safe System Advanced Knowledge module needed for those requiring more advanced understanding, such as Safe System aligned enforcement for police or safe cycling infrastructure for traffic engineers and network planners.

RSAC strongly supported the training module being made to a range of organisations to assist in building capacity.

14. BUS SAFETY ROUNDTABLE REPORT

RSAC noted that on 28 August Senator Carol Brown hosted a bus safety roundtable in Melbourne. Attendees included bus industry, operators, manufacturers, vendors unions, industry regulators, industry associations and observers from jurisdictions. Discussions included the need to do more to ensure people wear seatbelts where fitted, that the process for approving Australian Design Rules (ADRs) needs to be streamlined for more certainty for industry around procurement and responsiveness to improvements in technology, that future bus safety campaigns should be nationally consistent and that more needs to be done to combat fatigue for bus drivers. No universal position on installing seatbelts in buses was reached and it was noted that a nuanced response is required.

The issue of standardised bus safety campaigns was taken to Road Safety Ministers' meeting in September. Many jurisdictions were concerned that the focus should be on safety around buses rather than seatbelt usage.

The New South Wales (NSW) Bus Industry Taskforce safety report into the Hunter region crash recommended that NSW continues to fit all rural/regional school buses with seatbelts within 10 years, a campaign about seatbelt usage where fitted, helping drivers to communicate the requirement to wear seatbelts, which is an obligation in NSW and consideration of extending the 80km/h speed limit for school buses with standees across all bus services. There will be more in-depth reports to come. NSW police and the Coroner are also investigating the circumstances around the crash.

Any proposals for nationally consistent campaigns to be progressed through ITMM, with input from all jurisdictions.

State Growth will continue to monitor any outcomes and recommendations.

15. AUTOMATED TRAFFIC ENFORCEMENT PROJECT UPDATE

RSAC noted the update on the Automated Traffic Enforcement Project. During the first 12 months of speed enforcement, mobile speed cameras were deployed 3,635 times and conducted 26,420 enforcement hours resulting in approximately 40,936 infringement notices being issued by the Department of Police, Fire and Emergency Management.

During this period 187 Infringement Notices were issued for mobile phone related offences and 296 for seatbelt related offences (driver and passengers).

RSAC noted figure 2 of Appendix A and the strong correlation between enforcement hours and fatal and serious injury crashes. RSAC noted this was not as strong between 2:00pm and 5:00pm.

RACT requested that a comparison of mobile phone enforcement hours be undertaken comparing Tasmania to other jurisdictions.

Actions

- A comparison of mobile phone enforcement hours to be undertaken comparing Tasmania to other jurisdictions and provided to RSAC at its next meeting. (Craig Hoey)
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16. CHAIR'S REPORT

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

17. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 SEPTEMBER 2023

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

18. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

19. 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 Sub-Committee has approved an extension of the Tassie Hawks sponsorship, giving RSAC state-wide sponsorship coverage. An update was provided in regard to return activities for the national Driver Reviver program.

20. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs report as at August 2023. Tasmania Police advised that the Commissioner has been to all geographical traffic districts to discuss increasing traffic operations and outputs.

21. OTHER BUSINESS

21a) Targa Tasmania

RACT recommended that the RSAC urge the State Government to withdraw funding for Targa Tasmania and not allow it to stage the event on public roads until such time as it implements the 94 safety recommendations made by the motorsport governing body, Motorsport Australia.

The RACT has two primary concerns. Firstly, that the Government should not support the proposed Targa event for safety reasons given that the motorsport governing body has declined to do so, and secondly, that supporting this event sends the 'wrong' message to the public and would be counterintuitive to RSAC's (and Government's) road safety messaging.

This matter will be discussed with the Minister for Infrastructure and Transport at the post-RSAC meeting briefing and the Chair will report back to RSAC out-of-session.

Under the RSAC Terms of Reference, RSAC has no role in addressing the first matter. The promotion of messages promoting unsafe driving practices could be considered by the RSAC.

Actions

- Support for Targa Tasmania to be discussed with the Minister at the post-RSAC meeting briefing. (Scott Tilyard)

21b) Graduated Licensing System (GLS) hours for over 25s

The Minister for Infrastructure and Transport has requested formal RSAC advice on the benefits and risks of lowering or removing the mandatory supervised driving hours required for learners aged 25 and above. This issue emerged in a review of the Learner Driver Mentor Program conducted by external consultant Duncan McRae. The draft review report included a recommendation to remove the supervised driving requirement for learner drivers over age 25, which would reduce pressure on the Learner Driver Mentor Program.

The Road Safety Branch briefed the Minister on requirements in other jurisdictions and informal advice from Teresa Senserrick, who is Director of the Western Australian Centre for Road Safety Research and is overseeing the evaluation of the Tasmanian Graduated Licensing System.

The Minister has requested formal RSAC advice on this matter. Teresa Senserrick will be engaged using the discretionary fund to provide a formal consultancy on evidence for or against this change and any impacts on the 7-year review of the Tasmanian Graduated Licensing System.

Advice will come back to RSAC at its March 2024 meeting.

Actions

- Advice on the possible removal of mandatory supervised driving hours for learners aged 25 and above to be provided to RSAC at its March 2024 meeting. (Craig Hoey)

21c) Motorcycle Graduated Licensing System

The Minister for Infrastructure and Transport considered the RSAC's further advice on aspects of the motorcyclist graduated licensing system (GLS). The Minister approved the RSAC's recommendations to extend the LAMS to P2 riders and to remove the regional aspect of the exemption for 17-year-olds who meet certain requirements from the requirement to be at least 18 years old to obtain a learner motorcycle licence.

The Minister also requested removing reference in this exemption to those who are not in employment but require a licence to obtain employment. This exemption will now read:

Raise the minimum age to obtain a learner motorcycle licence from 16 and a half to 18, with exemptions for those aged 17 who satisfy at least one of the following:

- hold a provisional driver's licence, or
- are travelling for specified purposes (being employment or approved education or training).

Implementation of the changes and preparation of a package for Cabinet approval will commence at the start of 2024 and the Road Safety Branch may seek resourcing to support this work.

21d) Oversized utes and SUVs

The Tasmanian Bicycle Council (TBC) raised the issue of road safety issues and serious casualties that may be arising from the increased numbers of oversized utes and SUVs on the roads.

The TBC is concerned that vulnerable road users may now be facing a bigger threat on the roads and would like to know if the data we are collecting is sufficient to understand how these vehicles may be impacting on injuries.

This matter will be addressed in the 2023 road toll wrap-up at RSAC's March 2024 meeting.

Actions

- Serious casualty data relating to the increased number of oversized utes and SUVs to be addressed in the 2023 road toll overview at RSAC's March 2024 meeting. (Simon Buddle)
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21e) National Road Safety Week – sponsorship funding for local government

Following on from discussions at the Education and Enforcement Sub-Committee, RSAC discussed a funding request for \$90,000 to provide sponsorship to local councils to promote road safety at the grassroots level during National Road Safety Week. It is proposed that RSAC endorse \$45,000 from the Road Safety Levy, which would then be matched by a \$45,000 contribution from the MAIB. An out-of-session minute will be circulated to RSAC members for endorsement of this proposal.

Actions

- An out-of-session minute will be circulated to RSAC members for endorsement of the proposal to fund sponsorships for local councils to promote road safety during National Road Safety Week. (Ange Green)
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