

ROAD SAFETY ADVISORY COUNCIL
TOWARDS ZERO

MEETING 57

13 AUGUST 2024

MINUTES

1. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Scott Tilyard, Chair

Assistant Commissioner Adrian Bodnar, Assistant Commissioner Operations, Tasmania Police

Mick Boyd, President, Tasmanian Motorcycle (TMC)

Alison Hetherington, President, Tasmanian Bicycle Council (TBC)

Paul Kingston, CEO, Motor Accidents Insurance Board (MAIB)

Dion Lester, CEO, Local Government Association of Tasmania (LGAT)

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

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

Dr Blair Turner, Road Safety Expert

Apologies

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

Observers

Martin Crane, General Manager Road User Services, State Growth

Ange Green, Manager RSAC Secretariat, State Growth

Craig Hoey, Manager Road Safety, State Growth

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

State Growth presenters and new employee observers:

Amy Pennington, Marketing Officer, State Growth

Yasmin Maskiell, Manager Policy and Projects, State Growth

Adeeb Enayati, Senior Policy Analyst, State Growth

1. WELCOME

The Chair welcomed members and observers to the 57th meeting of the Road Safety Advisory Council (RSAC).

2. CONFLICTS OF INTEREST

The following members declared potential conflicts of interest:

- Mark Mugnaioni - as CEO RACT and provider of driving instructor services – agenda item 4 – Driving for Jobs evaluation
 - Alison Hetherington – as a member of the Bicycle Network which is a grant recipient under the Action Plan - agenda item 7 – Kidsafe funding proposal
 - Scott Tilyard – declared a personal relationship with Kidsafe CEO Jenny Branch-Allen – agenda item 7 – Kidsafe funding proposal
 - Dion Lester – As CEO LGAT – agenda item 8 – Australasian College of Road Safety (ACRS) funding for local government membership to ACRS.
-

3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC endorsed the minutes of the 21 May 2024 meeting. RSAC noted the status of all actions from the 21 May 2024 meeting. All actions were complete or for discussion on the agenda.

4. DRIVING FOR JOBS PROGRAM EVALUATION PRESENTATION

Under the Road Safety Levy the Department of Education, Children and Young People (DECYP) receives \$250,000 per year to operate the Driving for Jobs (DfJ) Program which supports disadvantaged students to enter and progress through the Graduated Driver Licensing System (GLS). The program provides students at Jordan River Learning Federation (JRLF) and Claremont College in the south, along with Newstead and Launceston Colleges in the north, with the opportunity to increase their road safety knowledge whilst also improving their job readiness. Students undertake a personalised intensive program with a strong road safety focus including professional on-road driving lessons and participation in the RYDA Program.

In 2023, DfJ students undertook 1,254 hours of fully funded driving lessons delivered by RACT accredited driving instructors. A total of 28 students obtained their learner licence and 31 students obtained their provisional driver licence. 68 students attended the full day RYDA road safety program (excluding data from JRLF). The DfJ Program has delivered more driving lessons in 2023 than in previous years and program demand continues to exceed capacity.

A draft evaluation report of the DfJ Program has been undertaken by an external consultant. They have provided a draft interim report with five recommendations including:

1. Continuity
2. Expansion
3. Structural Integrity
4. Student Learning
5. Data Reporting.

RSAC discussed the time it takes for students to progress through the GLS, noting that the evaluation did not provide a comparison of students who had not undertaken

the program. RSAC noted that the DECYP does not currently contribute funding to the program.

RSAC further discussed the capacity of the driving instruction industry to support the requirements and expanded hours of the GLS and agreed it would ask State Growth to look at these.

RSAC discussed the funding availability due to the cessation of the Keys2Drive program. RSAC noted that the current Action Plan has several programs aimed at improving road safety and assisting disadvantage youth to progress through the GLS. RSAC agreed there is an opportunity with the government election commitment with RACT funding to consider these programs to ensure a holistic approach going forward.

RSAC agreed that expansion of the Driving for Jobs program should not be considered until RSAC is satisfied that it is as robust as possible.

State Growth has requested a stronger road safety focus in the recommendations including consideration of how road safety education can be strengthened further.

The final report is to be provided to RSAC at its November 2024 meeting including a recommendation for future funding beyond 30 June 2025.

Actions

- RSAC to write to State Growth to request that it consider the capacity of the driving instruction industry to support the requirements and expanded hours of the GLS, including accreditation and ongoing professional development. (Scott Tilyard)
 - State Growth to liaise with DECYP to finalise the evaluation and provide to RSAC at its November meeting. (Craig Hoey)
-

5. BROOKER HIGHWAY/FORESHORE ROAD FUNDING PROPOSAL

RSAC noted that the Brooker Highway/Foreshore Road traffic signals project is not able to be funded under the state blackspot program. RSAC discussed the need for the Safe System Infrastructure Strategy to be progressed to allow RSAC to make informed decisions on priority road safety levy funded infrastructure projects.

RSAC discussed the road safety benefits of the project and endorsed the provision of joint funding for the installation of traffic signals at the Brooker Highway/Foreshore Road intersection. Funding would include 50 per cent (up to \$4.1 million) to come from the Road Safety Levy and 50 per cent from State Growth's Capital Investment Program. The Levy funding will be allocated from the Safer Towns and Cities theme under the Action Plan.

6. RSE/RyDA FUNDING PROPOSAL

RSE is the organisation that coordinates the year 10 RyDA road safety course around Australia. \$100,000 per annum from the Road Safety Levy is provided to fund the RyDA program. RSE has requested \$5,000 per annum to provide complementary road safety teaching resources to Tasmanian schools and additional one-off funding of \$20,000 to promote the free learning management system and resources to teachers. Funding is available within the existing allocation to RyDA.

RSAC discussed the capacity of teachers to deliver the resources in schools. RACT noted that they have a strong demand for delivery of a road safety curriculum in schools, but not for the resources for teachers to do so.

RSAC agreed that State Growth should liaise with RSE and DECYP to determine whether delivery of the resource by teachers is feasible. This advice is to be provided to RSAC out-of-session and funding considered for a 12-month period.

RSAC also agreed that the program should be delivered as part of the Driving for Jobs program.

RSAC further noted that this program should be considered as part of the broader approach to delivering road safety education to young drivers.

Actions

- State Growth to liaise with RSE and DECYP to determine whether delivery of the resource by teachers is feasible. This advice is to be provided to RSAC out-of-session and funding considered for a 12-month period. (Craig Hoey, Ange Green)
 - Should funding of the teaching resources be agreed, State Growth to liaise with DECYP to ensure that this is delivered through Driving for Jobs. (Craig Hoey)
-

7. KIDSAFE FUNDING PROPOSAL

KidSafe Tasmania receives a grant of \$50,000 per year to provide free child restraint checks to the community. This funding has not historically been indexed. KidSafe has requested additional funding of \$15,000 to cover increased costs and to maintain its current level of service.

A number of organisations receive grants to provide road safety programs. RSAC noted that increasing funding to KidSafe may result in inequities with other organisations and agreed a more strategic approach was required to consider the need for increased funding more broadly for the 2025-26 financial year.

RSAC has previously agreed that the grants should be increased by CPI and that this should apply to KidSafe this financial year. RSAC noted that the RACT is no longer providing child restraint fitting services, which could impact on the demand for KidSafe services.

Actions

- State Growth to write to ongoing road safety grant recipients requesting detailed advice regarding their capacity to meet grant deliverables under current funding in preparation for the 2025-26 financial year.
-

8. AUSTRALASIAN COLLEGE OF ROAD SAFETY (ACRS) FUNDING FOR LOCAL GOVERNMENT

The ACRS is the peak association for road safety professionals, advocates and members of the public focused on the elimination of fatal and serious injuries on our roads. Around 60 per cent of road trauma in Tasmania occurs on local government roads. Under the Towards Zero Action Plan 2020-2024 there is funding to build capacity in Safe System knowledge for people who influence road safety outcomes in Tasmania. It was proposed that \$29,000 from the Road Safety Levy be provided to local government allowing each of the 29 councils to have four employees join the ACRS, which also gives them access to the Local Government Network.

RSAC discussed the proposed funding and noted that not all councils would have the employees to participate if funding became available.

RSAC agreed that State Growth should liaise with LGAT and ACRS to determine the probable number of memberships for councils and the proposed cost for those memberships. RSAC approved funding in-principle if the amount was deemed reasonable and agreed that the Chair could make the decision on behalf of the Council so that funding could be arranged in time to benefit council members wanting to attend the Australasian Road Safety Conference in Hobart in October.

Actions

- State Growth should liaise with LGAT and ACRS to determine probable number of memberships for councils and the proposed cost for those memberships with the Chair to make a decision on funding. (Craig Hoey, Scott Tilyard)
-

9. AUTOMATED TRAFFIC ENFORCEMENT (ATE) PROGRAM EVALUATION

RSAC noted an external independent evaluation of the ATE program is to commence in late 2024 after two years of final outcomes data has been collected. The evaluation will include the development of an evaluation methodology and the completion of one evaluation. The evaluation will look at the program's effect on crash frequency, severity and social costs. Procurement is to proceed in October.

RSAC noted the need to meet critical timeframes to ensure that deadlines for procurement for delivery of the program in 2025 can be met. RSAC agreed that an internal review should also be undertaken if State Growth considers that the external evaluation cannot be undertaken in a timely manner.

Actions

- An internal review of the ATE camera program should be undertaken if State Growth considers that the external evaluation cannot be undertaken in a timely manner. (Craig Hoey)
-

10. ATE CAMERA DEPLOYMENT STRATEGY

RSAC noted that the camera deployment strategy uses trailing and leading indicators. A mix of covert and overt and randomised camera deployment is used. Camera sites are to be reviewed through the Site Assessment Sub-Committee. Site selection is based on casualty risk reduction. On-site assessment of camera performance and Workplace Health and Safety considerations are conducted before sites are selected.

RSAC noted that the future strategy will be influenced by the evaluation and the development of a Road Safety Enforcement Resource Allocation Model to guide investment and to develop a whole-of-government traffic enforcement approach.

11. ATE SEATBELT DETECTION RATES

RSAC noted the ATE seatbelt compliance rate passing cameras is approximately 99.8 per cent. The observational rate used to develop the baseline data for Safety Performance Indicators (SPIs) is 98.9 per cent. Factors affecting camera detection rates include behaviour (proximity to cameras), deployment parameters, locations and camera detections needing to be of a prosecution quality.

12. SPEED MANAGEMENT STRATEGY CONSULTATION QUESTIONS

RSAC noted the Speed Management Strategy consultation materials are to be considered by the Steering Committee and that consultation is due to commence in August 2024 for six weeks. RSAC was provided with the consultation questions as requested at the May meeting. RSAC requested a copy of the draft consultation paper, to be circulated to RSAC with the meeting minutes.

Actions

- A copy of the draft Speed Management Strategy consultation paper to be circulated to RSAC with the meeting minutes. (Ange Green)
-

13. JURISDICTIONAL COMPARISON OF POWER TO WEIGHT RESTRICTIONS FOR GLS PARTICIPANTS

RSAC requested a jurisdictional comparison of power to weight vehicle restrictions for GLS participants at its May meeting.

The comparison provided noted that Victoria, NSW, Queensland and SA have high performance vehicle restrictions for provisional licence holders based on power to weight of 130 kilowatts per tonne for vehicles of all fuel types.

Research says that high-performance vehicles have a higher crash and injury risk than other vehicles owned by young people, but that these cars are rare within the fleet and the cost to implement/enforce restrictions may not outweigh the safety benefits.

RSAC agreed that Tasmania should be in-line with those states that better perform in road safety outcomes. It was noted that portals on vehicle availability could be linked to those from other jurisdictions if restrictions were to be adopted in Tasmania. The Chair is to raise the issue with the Minister and State Growth is to consider how such restrictions could be operationalised.

Actions

- Vehicle power to weight restrictions for GLS participants to be discussed with the Minister for Transport. (Scott Tilyard)
 - State Growth is to consider how power to weight restrictions for GLS participants could be operationalised. (Martin Crane, Craig Hoey)
-

14. SAFETY PERFORMANCE INDICATORS (SPI) – STATUS UPDATE

RSAC discussed the current development of SPIs. The SPIs will form part of the extended Action Plan to 2026 which is currently scheduled to be released by October 2024. It is proposed that the SPIs will be published in the Action Plan and on the RSAC website at this time. RSAC has requested that members be given access to the SPI website dashboard prior to the launch. RSAC noted that accountability and targets are an important component of SPIs, but can be progressively developed.

Actions

- RSAC to be provided with access to the SPI dashboard prior to its launch. (Craig Hoey)
-

15. RSAC FUNDING PRIORITIES WORKSHOP OUTCOMES

RSAC discussed the outcomes of the funding priorities workshop. RSAC discussed the national data collection requirements and requested that State Growth provide RSAC with information on definitions, where we meet requirements and where we do not at its next meeting in November.

Actions

- State Growth provide RSAC with information on national data definitions, where we meet requirements and where we do not at its next meeting in November. (Craig Hoey)
-

16. CHAIR'S REPORT

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

17. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 JUNE 2024

RSAC noted the Quarterly Progress Report to 30 June 2024, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

18. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

RSAC discussed correspondence from Patricia Koskovic to the Chair regarding the death of her daughter Emma from a motor vehicle crash in 2023 and her assertion that mandatory breath testing of every motorist who is detained by police, for serious road offences such as speeding, seatbelt non-use, and other fatal five offences.

Tasmania Police outlined their position that police officers should have discretion in exercising their duties and advised that they had comprehensively reviewed the actions of police in the lead up to Emma Koskovic's fatal crash. It was noted that the Coroner did not make any recommendations in regard to the matter.

RSAC discussed the matter in great depth and concluded that whilst Tasmania Police has a position that officers be able to exercise discretion in police matters, it would be worthwhile in sharing the events that led up to Emma's fatal crash. The Assistant Commissioner Operations agreed to discuss this incident and the impact on those involved at the next road policing group meeting with district commanders and inspectors in each region.

Actions

- The Assistant Commissioner Operations to discuss Emma Koskovic's fatal crash and the impact on those involved at the next road policing group meeting with district commanders and inspectors in each region. (Adrian Bodnar)
-

19. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT

RSAC viewed the new fatigue campaign to be launched towards the end of this year. RSAC noted the key activities of the Education and Enforcement Sub-Committee for

the last quarter. RSAC noted that a new Real Mates campaign is in development and will be circulated to members prior to its launch in September.

Actions

- The new Real Mates campaign is to be circulated to members prior to its launch in September. (Ange Green)
-

20. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs report as at May 2024. The Assistant Commissioner Operations noted that there has been a marked increase in people driving whilst disqualified, suspended and in evading police. Tasmania Police is focusing on high visibility police operations and has an increased presence in media and social media to promote safe driving practices.

21. OTHER BUSINESS

No other business was raised.

DRAFT