

# ROAD SAFETY ADVISORY COUNCIL TOWARDS ZERO

MEETING 58

19 NOVEMBER 2024

## MINUTES

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### 1. WELCOME, ATTENDANCE AND APOLOGIES

#### Attendees

Mr Scott Tilyard, Chair

Acting Assistant Commissioner Doug Oosterloo, Tasmania Police

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 Cynthia Heydon, 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)

#### Observers

Martin Crane, General Manager Road User Services, State Growth

Craig Hoey, Manager Road Safety, State Growth

Emily Studley, Senior Policy Analyst, State Growth

Inspector Justin Lawson, State Road Safety Coordinator, Tasmania Police

Courtney Hayles, Executive Manager - Engagement, Communications & Governance, MAIB

#### State Growth presenters:

Yasmin Maskiell, Manager Policy and Projects, State Growth

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### 1. WELCOME

The Chair welcomed members and observers to the 58<sup>th</sup> meeting of the Road Safety Advisory Council (RSAC).

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### 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 5 – Driving for Jobs evaluation and agenda item 17 - RACT road safety education government election commitment.

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

RSAC endorsed the minutes of the 13 August 2024 meeting. RSAC noted the status of all actions from the 13 August 2024 meeting. All actions were complete, or for discussion on the agenda.

RSAC requested a correction be made to action item 13 to change “discussed with” to “mentioned to”.

RSAC noted correspondence received from the State Growth Secretary in response to RSAC’s concern about the capacity of the driving instruction industry to meet the needs for Driving for Jobs. RSAC looks forward to further advice from State Growth in due course.

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### **4. GRADUATED LICENSING SYSTEM (GLS) – SUPERVISED DRIVING REQUIREMENTS FOR LEARNERS AGED 25 OR OLDER**

In 2023, the then Minister for Infrastructure and Transport requested advice from RSAC on whether all learner drivers should have the same supervised driving requirements and whether there are benefits and/or risks of having a lesser requirement for those aged 25 or older.

In April 2024, State Growth engaged the Centre for Accident Research and Road Safety – Queensland (CARRS-Q) and Western Australian Centre for Road Safety Research (WACRSR), to provide advice on whether there are benefits and/or risks to reducing the supervised driving requirements and minimum tenure for learners aged 25 and over.

Noting available research and Tasmanian crash data, the review revealed no clear evidence that reducing the supervised driving requirement or minimum learner tenure for learner drivers 25 and older would increase the crash risk for this cohort.

RSAC agreed that achieving 80 supervised driving hours is a clear barrier for older learners in progressing through the licensing pathway. However, it is well established that greater supervised driving experience during the learner phase results in reduced post-licence crash involvement.

RSAC endorsed the recommendation to reduce the supervised driving requirements for learner drivers aged 25 and over to 35 total hours, including 5 nighttime hours, and endorsed a recommendation to reduce the minimum tenure for learner drivers aged 25 and over to six months, with the provisos that both changes be introduced

as a trial and evaluated based on crash involvement and failure rate of provisional tests pre and post implementation.

RSAC recommended a three-year evaluation period that includes measuring crash involvement and provisional test failure rates, with State Growth to monitor in the interim.

RSAC requested the recommendation be reworded to provide clarity around the number of credit hours learners can receive with an accredited driving instructor before it is provided to the Minister for Transport for consideration.

### **Actions**

- State Growth to update recommendation and provide to the Chair for endorsement before progressing recommendation to the Minister for Transport.

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## **5. DRIVING FOR JOBS PROGRAM EVALUATION (INCLUDING DRIVING INSTRUCTIONS INDUSTRY CAPACITY)**

RSAC noted the position of the Department of State Growth to cease the Driving for Jobs (DfJ) program as of 31 December 2024 due to the escalation in program cost for 2025 and the reduced road safety education components to be delivered in the 2025 program.

RSAC discussed the reduction in road safety education provided through the DfJ and agreed in principle that funding should be transitioned to a program that has a stronger road safety focus.

RSAC endorsed that in the longer term this program could be progressed through the RACT Road Safety Education Government Election Commitment which already has allocated funding to develop a program to support disadvantaged youth to obtain a driver licence.

RSAC discussed the unique benefit of the DfJ program in that it reaches a cohort who can be difficult to reach through other programs. RSAC agreed that another program should be established prior to the conclusion of DfJ.

RSAC requested State Growth to investigate transitional options and noted this could include purchasing paid driving instructor lessons for the DfJ schools to use until a new program is established.

### **Actions**

- State Growth to investigate transitional options for DfJ to present to RSAC out of session.

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## **6. SAFE SYSTEM MOTORCYCLE SAFETY AUDIT**

RSAC noted that the annual budget allocation for the Safe System Motorcycle Safety Audit (SSMSA) was determined based on costings from previous audit outputs and does not account for changes in route length or topography.

RSAC agreed that due to changes in infrastructure expenditure, and route specific difference including remoteness, route length and terrain, the current budget allocation towards SSMSA is not sufficient to deliver necessary road safety improvements.

RSAC endorsed an annual allocation of up to \$500,000 from the Road Safety Levy (RSL) to fund infrastructure treatments through the SSMSA.

RSAC endorsed that the Strategy Oversight Committee (SOC) can approve additional funding to be drawn from unspent RSL funds for future SSMSA up to a 20 per cent threshold. Requests for additional funding above 20 per cent must be endorsed by RSAC.

RSAC discussed that the outputs of these audits could be used more broadly across the network and the relationship between these audits and the broader corridor strategies and ongoing maintenance programs being undertaken by State Growth.

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## **7. POWER TO WEIGHT RESTRICTIONS FOR GLS PARTICIPANTS**

RSAC noted the resources required to operationalise a Power to Weight (PtW) restriction for Tasmania and limited research that suggests that the effectiveness of a PtW restriction is unlikely to outweigh the cost of the restriction. RSAC also noted that all other States, except Western Australia, already have PtW restrictions for novice drivers.

RSAC discussed that high powered vehicles are increasingly becoming more affordable and available (particularly byway of electric vehicles, which have relatively high power outputs compared with equivalent petrol/diesel powered vehicles). RSAC agreed that the evidence demonstrates that high powered vehicles have a statistically significant higher crash and injury risk. RSAC felt strongly that the use of high-powered vehicles by inexperienced drivers is a safety risk and should be managed in the Tasmanian GLS.

RSAC requested that independent advice be sought on whether PtW restrictions should be sought for Tasmanian GLS participants and for State Growth to consider how it could more efficiently administer the licence restriction.

### **Actions**

- State Growth to seek independent advice on PtW restrictions for GLS participants.
- State Growth to investigate how it could administer PtW licence restrictions including any learnings from other jurisdictions that already administer a PtW restriction.

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## **8. 2025 RSAC MEETING DATES**

RSAC endorsed the 2025 RSAC meeting dates:

- 9:00am – 12:00pm, Tuesday, 25 March 2025
- 9:00am – 12:00pm, Tuesday, 20 May 2025
- 9:00am – 12:00pm, Tuesday, 12 August 2025
- 9:00am – 12:00pm, Tuesday, 18 November 2025

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

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## **9. DEVELOPMENT OF THE NEXT 10-YEAR ROAD SAFETY STRATEGY**

RSAC endorsed the proposed development of a new road safety strategy, with the strategy to commence at the expiry of the current *Towards Zero – Road Safety Strategy 2017-2026*.

RSAC requested State Growth consider what is best practice in terms of a modern-day strategy and whether a 10-year strategy is still appropriate. RSAC discussed that other jurisdictions are moving to shorter term strategies to better align with their action plans.

RSAC requested State Growth to analyse what hasn't worked in the existing strategy and what needs to change to inform the new strategy. RSAC agreed that the new strategy should not be a duplication of the current strategy. RSAC would like to see more realistic short-term trauma targets reflected in the next road safety strategy.

RSAC agreed that a Department of Health representative should be included on the steering committee overseeing development of the road safety strategy.

RSAC noted that the steering committee Terms of Reference should reflect that the committee reports to RSAC and that committee members do not have the capacity to delegate downwards, that is membership must stay at-level.

RSAC endorsed the proposed allocation of up to \$250,000 in Road Safety Levy funding to service the development of the new strategy.

### **Actions**

- Steering committee Terms of Reference to be updated and circulated to RSAC out of session.
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## **10. RSAC ANNUAL REPORT 2023-24**

RSAC endorsed the RSAC annual report for the financial year 2023-2024 subject to minor changes to add additional context regarding the budget and expenditure. Changes to be approved by Chair once actioned.

RSAC discussed the difficulty in completing the RSAC Annual Report by end of financial year. RSAC agreed that the Terms of Reference should be updated so that the Annual Report is due by the November RSAC meeting.

RSAC also discussed the cost of the Learner Driver Mentor Program (LDMP) noted in the report, and the social welfare benefit of the program. RSAC noted that a review of the LDMP was completed last year, and State Growth is implementing changes following that review.

### **Actions**

- State Growth to revise the Annual Report and provide to the Chair for final endorsement.
  - RSAC Terms of Reference to be updated and forwarded to the Minister for approval.
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## **11. AUTOMATED TRAFFIC ENFORCEMENT (ATE) UPDATE**

RSAC noted that State Growth is in negotiations with its supplier regarding operational changes aimed at reducing ongoing risks associated with targeted arson attacks on mobile speed camera trailers.

State Growth is undertaking a review of the ATE Trial Program and is expected to propose a revised ATE Strategy and Development Plan in the middle of 2025.

RSAC noted while the ATE funding is currently only approved to September 2025, State Growth is exploring options for a revised ATE program and there is clear intention to have ATE program for the 2025-26 financial year.

RSAC have requested a forward plan for the ATE program that demonstrates no gap in delivery.

### **Actions**

- State Growth to provide an update at next RSAC meeting with an ATE roadmap for 2025-26, including stopgap options if required.

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## **12. SAFE SYSTEM INFRASTRUCTURE STRATEGY (SSIS) - PRINCIPLES**

RSAC noted the development of State Growth's Safe System Infrastructure Strategy (SSIS) guiding principles, and the next steps including an AusRAP assessment of parts of the state road network.

RSAC discussed the purpose of the SSIS for the council in providing guidance on the use of RSL funding. The SSIS should identify gaps in state and federal funded projects and identify where RSL funding would be best utilised to improve road safety.

RSAC discussed that as one of the proposed guiding principles of the SSIS is that Road Safety Levy funding will predominantly be directed to parts of the network that present the highest road safety risk and are not subject to other funding streams, that State Growth should consider an AusRAP assessment focusing on these roads. RSAC requested that this guiding principle include that if available an AusRAP assessment will be a key consideration.

RSAC requested State Growth to provide a proposal for an AusRAP assessment of the entire state road network including any internal resourcing requirements.

RSAC requested that this agenda item be carried forward to the next RSAC meeting for discussion.

### **Actions**

- Agenda item to be carried forward to next RSAC meeting for discussion.
- State Growth to provide proposal for AusRAP of state road network at next RSAC meeting.

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## **13. RSE TEACHING RESOURCES FUNDING PROPOSAL**

RSAC noted that State Growth is working with DECYP on the RSE Teaching Resources proposal and State Growth will report back to RSAC in the new year.

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#### **14. BROOKER HIGHWAY/FORESHORE FUNDING (RSP)**

RSAC noted that the Brooker Highway/Foreshore intersection project was recently included in the latest tranche of the Australian Government Road Safety Program (RSP) 2023-25 (extended to 2026) meaning that the additional \$4.1 million in RSL funding endorsed by the council at its August 2024 meeting is no longer required.

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#### **15. MOTORCYCLIST GRADUATED LICENSING SYSTEM (MGLS)**

RSAC noted the Minister for Transport has approved an amended package of changes to the Tasmanian Motorcyclist Graduated Licensing System (MGLS).

RSAC discussed that the two items that will no longer be progressed through this work, including raising the minimum age to obtain a learner licence and introducing a nighttime curfew for some novice riders, were likely to deliver the greatest road safety benefit out of the proposed changes.

The Chair will raise the RSAC's concerns with the Minister for Transport directly.

##### **Actions**

- Chair to express concerns of RSAC regarding the MGLS with the Minister when they next meet.
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#### **16. NATIONAL CRASH DATA REQUIREMENTS**

RSAC noted the details of the current road safety reporting from jurisdictions to the Australian Government and recent developments relating to data and reporting requirements likely to flow from the Federal Funding Agreement (FFA).

RSAC expressed concern that there may be gaps in what data Tasmania can provide currently and what is required by the FFA.

RSAC have requested a gap analysis be undertaken and provided at the next RSAC meeting. RSAC would like to see what data is currently being collected, what data is needed to meet the FFA and the gaps between the two datasets.

##### **Actions**

- State Growth to provide a gap analysis at the next RSAC meeting.



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## **17. RACT ROAD SAFETY EDUCATION GOVERNMENT ELECTION COMMITMENT**

RSAC noted that State Growth, is working closely with, and has provided a grant deed to RACT of \$1.6 million to deliver the first stage of the Tasmanian Government's road safety education election commitment.

RSAC noted that a Project Manager has been appointed to manage the program and will commence on 2 December 2024.

### **Actions**

- RACT to provide update on program at next meeting.

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## **18. SPEED MANAGEMENT STRATEGY CONSULTATION**

RSAC noted the public consultation on the development of the Speed Management Strategy commenced on 10 October and closes on 21 November 2024.

RSAC noted that a consultation report will be developed to summarise the outcomes of the public consultation and welcomed an update on this out of session.

### **Actions**

- State Growth to provide consultation report as soon as practicable.

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## **19. AUSTRALASIAN ROAD SAFETY CONFERENCE 2024**

In October 2024, Tasmania hosted the Australasian Road Safety Conference. RSAC noted the success of the 2024 Australasian Road Safety Conference and the Chair thanked members who actively participated and contributed towards the success of the conference.

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## **20. SAFETY PERFORMANCE INDICATORS (SPI) – STATUS UPDATE**

RSAC noted the proposed timing and content for public communication of Safety Performance Indicator (SPI) information, and the proposed Issues Brief to be provided to the Minister for Transport to advise of the proposed public communication of SPI information.

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## **21. CHAIR'S REPORT**

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

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## **22. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 SEPTEMBER 2025**

RSAC noted the Quarterly Progress Report to 30 September 2025, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

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## **23. CORRESPONDENCE**

RSAC noted correspondence for the last quarter.

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

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

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

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

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## **26. OTHER BUSINESS**

MAIB will be providing additional funding to both State Growth and Tasmania Police to support improved road safety efforts as serious casualty statistics are going the wrong way.

MAIB noted that this funding through give both departments more certainty and that it is important that the departments are resourced adequately to deliver road safety initiatives.