

ROAD SAFETY ADVISORY COUNCIL TOWARDS ZERO

MEETING 60

20 MAY 2025

MINUTES

1. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Scott Tilyard, Chair

Mick Boyd, President, Tasmanian Motorcycle (TMC)

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

Alison Hetherington, President, Tasmanian Bicycle Council (TBC)

Cynthia Heydon, Deputy Secretary Transport and Infrastructure, Department of State Growth (State Growth)

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

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

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

Dr Blair Turner, Road Safety Expert

Apologies

Assistant Commissioner Adrian Bodnar, Tasmania Police

Observers

Martin Crane, General Manager Road User Services, State Growth

Christian Gonninon, Manager Policy and Projects (Infrastructure), State Growth

Courtney Hayles, Executive Manager Engagement, Communications and Governance, MAIB

Craig Hoey, Manager Road Safety, State Growth

Inspector Justin Lawson, State Road Safety Coordinator, Tasmania Police

State Growth presenters:

Simon Buddle, Crash Data Manager, State Growth

Yasmin Maskiell, Manager Policy and Projects, State Growth

1. WELCOME

The Chair welcomed members and observers to the 60th meeting of the Road Safety Advisory Council (RSAC).

2. CONFLICTS OF INTEREST

There were no conflicts of interest.

3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC endorsed the minutes of the 25 March 2025 meeting. RSAC noted the status of actions from the 25 March 2025 meeting. All actions were complete or for discussion on the agenda. Two items have been deferred to August 2025.

Line marking for local government roads was discussed with a possible increase in recurrent funding and a one-off catch-up program of \$5 million, noting pavement marking is ostensibly a maintenance activity. This program would require co-contributions from councils on a 50/50 basis for metropolitan councils and an 80/20 basis for regional councils. State Growth and LGAT will continue discussions, particularly in relation to administration of the funding, off-line and the final proposal will be provided to RSAC for endorsement out-of-session.

Actions

- State Growth and LGAT will continue discussions about funding a catch-up program for local government line marking, particularly in relation to administration of the funding, off-line and the final proposal will be provided to RSAC for endorsement out-of-session. (Cynthia Heydon, Dion Lester, Martin Crane)
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4. ROAD SAFETY LEVY BUDGET 2025-26 PRESENTATION

RSAC noted the Road Safety Levy (RSL) expenditure for financial year 2024-25 relative to budget and the forward revenue and expenditure projections. RSAC discussed the proposed budget requests for financial year 2025-26 and the proposed budget, by theme. The budget is \$20,811,751 (including MAIB funding under the 'Encouraging Safer Road Use' theme). \$11,244,727 funding is directed towards infrastructure and \$9,567,024 is allocated to policy and projects.

RSAC discussed the carry forward amount and the need for further discussion around what part of the carry forward may be available for reallocation following announcement of the State Budget and considering possible funding for the Automated Traffic Enforcement (ATE) program. Reallocation may be available from project savings, discontinuation of projects yet to commence, and/or funds earmarked for infrastructure improvements. RSAC noted that the ATE program is scalable, but that funding certainty is needed to procure ongoing ATE services. RSAC noted that in some jurisdictions, speed fines revenue is used to fund additional traffic enforcement whereby police officers can access overtime to undertake speed traffic enforcement. RSAC requested State Growth provide them with an update on revenue collected from traffic enforcement cameras for the out-of-session budget meeting (mobile and fixed on the Tasman Bridge).

RSAC further discussed funding required for local government road line marking. Members also discussed the possibility of increasing allocations to the Vulnerable Road User and Safer Rural Roads grant programs and to reviewing how the programs are administered as this can be a barrier to smaller councils. State Growth and LGAT will discuss this matter off-line. RSAC requested advice on potentially expanding the VRUP and SRRP and will consider that advice at the post-State Budget RSAC meeting.

The Council agreed to meet again out-of-session following the State Budget and to consider approval of the Road Safety Levy at that meeting. Meeting attendance will be available online and is to occur the week of 2 June 2025.

RSAC discussed developing principles around expenditure of the Road Safety Levy to maximise spending on initiatives most likely to decrease serious injuries and fatalities, consistent with relevant legislative provisions. This would include budget planning aiming to spend over budget (130 per cent) so as to provide opportunities to redirect funding if actual

expenditure is delayed. This was endorsed by RSAC. RSAC also requested the development of mechanisms for ensuring appropriate accountability for using the Levy to its full to reduce road trauma.

In closing, members agreed that to the furthest extent practicable, available funding should be allocated against measures leading to the attainment of the Toward Zero target. RSAC noted that infrastructure and speed management, including enforcement, provide the strongest evidence base for material road trauma reductions in the Tasmanian context (acknowledging that infrastructure can take time to implement).

Actions

- RSAC agreed to defer approval of the Road Safety Levy budget and to meet out-of-session in the week of 2 June 2025 to further discuss it following the announcement of the State Budget.
- Items for discussion at the post-State Budget out-of-session RSAC meeting to include:
 - Funding of local government roads line marking
 - an update on enforcement hours and revenue collected from traffic enforcement cameras for the out-of-session budget meeting (mobile and fixed on the Tasman Bridge)
 - funding of the ATE program, and
 - funding requirements for the VRUP and SRRP.
- State Growth to provide advice on whether the CPI rate applied to grants is indexed using the national or Hobart CPI rate.
- RSAC requested that budget principles be drafted for use of the Road Safety Levy, including legislative requirements, expenditure of carry forward funds, prioritisation on expenditure relating to initiatives most likely to reduce FSI crashes.

These items are to be actioned by the Road Safety Branch, State Growth.

5. MIDLAND HIGHWAY CRASH STATISTICS PRESENTATION

RSAC noted and discussed the presentation about crash statistics on the Midland Highway, provided by Simon Buddle, Manager Crash Data. The presentation included a comprehensive discussion of the history of the Midland Highway including historical and current crash statistics, an overview of major works undertaken in the last 50 years, photographs, traffic volumes, crash trends, ongoing crash issues at intersections and the impact of planning and new housing. RSAC also discussed the additional benefits of improvements to the Midland Highway, including lower emissions and productivity gains.

6. GRADUATED LICENSING SYSTEM (GLS) INTERMEDIATE EVALUATION PRESENTATION

RSAC noted the presentation by Yasmin Maskiell, Manager Policy and Projects, State Growth about the findings of the GLS intermediate evaluation.

The Intermediate Report provided includes analysis of driver licensing trends, offence trends, survey findings, focus group findings and stakeholder consultation findings. The final phase of evaluation is to commence later this year. This will include crash involvement, licensing and offence trends and the findings from surveys, focus groups and stakeholder consultation.

RSAC discussed enforcement of GLS restrictions and agreed that additional public education activities using social media will be undertaken by Tasmania Police.

RSAC discussed the possible impact that automated traffic enforcement cameras have had on all offence rates for speeding in Tasmania since its inception in September 2022.

The Department of Police, Fire and Emergency Management also confirmed at the meeting that due to a range of circumstances their enforcement functions for speeding and other traffic matters are currently estimated at being 40 per cent lower than levels in 2020.

RSAC requested that CARRS-Q be made aware that changes in the offence rate are impacted by significant changes in enforcement since baseline data was collected. RSAC requested that when examining offence data in the final report CARRS-Q can provide ATEP speeding offences separately to get a better understanding of the offence rates and impacts of changed enforcement.

Actions

- State Growth to liaise with CARRS-Q to discuss changes to enforcement that may have had an impact on offence rates for GLS participants. (Craig Hoey)
 - Tasmania Police to undertake additional public education activities on GLS restrictions using social media. (Justin Lawson)
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7. SAFE SYSTEM INFRASTRUCTURE STRATEGY (SSIS) – UPDATE AND PROCUREMENT SCOPE

RSAC noted the update about the SSIS. An AusRAP assessment of approximately 900km of the state road network will occur in stage 1, the remainder in stage 2. A public communications strategy to raise awareness about AusRAP star ratings will also form part of stage 1. A network safety plan will then be developed to prioritise investment and countermeasures to get the best fatal and serious injury (FSI) crash reductions. An early draft of the SSIS has been prepared and framed around a road safety classification system based on volume and speed and the need for a risk assessment to inform investment and countermeasures. State Growth advised that the SSIS would benefit from expert review and a consultant to review the network classification tiers and crash analysis and to provide a toolbox of infrastructure interventions and costs for each classification.

RSAC discussed the need to link AusRAP assessment, the SSIS and pipeline projects. RSAC further noted that speed limit changes also affect the star-rating of roads and that the speed management strategy also needs to be considered by the consultant.

State Growth to provide the Request for Quote (RFQ) to Dr Blair Turner for advice prior to finalisation.

RSAC noted that the requested \$50,000 from the RSL to engage a consultant to undertake this work may not be sufficient and agreed to consider this out-of-session when the RFQ is finalised.

Actions

- State Growth to provide the Request for Quote (RFQ) for the expert review of the SSIS to Dr Blair Turner for advice prior to finalisation. (Craig Hoey)
 - RSAC to consider funding from the RSL for procurement of the expert review of the SSIS out-of-session. (Craig Hoey)
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8. POWER TO WEIGHT RESTRICTIONS FOR GLS PARTICIPANTS

RSAC discussed the proposal to provide independent advice on a Power to Weight (PtW) restriction for GLS participants. \$70,000 funding will be allocated from the RSL for the Queensland University of Technology to provide independent advice on PtW restrictions. The project would aim to look at shifts in the vehicle fleet and licensing policy to determine if there is evidence to support a PtW restriction for GLS participants and if potential benefits might be offset by counterproductive outcomes in future years, eg. by restricting GLS participants from using vehicles that may have particular safety features.

The research is expected to take six months. A rapid literature review indicates the benefits are likely to be small to negligible. RSAC discussed this and agreed that based on the findings of the literature review there was not a strong business case for further work. RSAC agreed that State Growth discuss with the consultant costs incurred to date and if these were negligible then this project is not proceeded with at this time. State Growth to discuss with consultant.

Actions

- State Growth to report back and RSAC to then consider whether or not to proceed with obtaining advice regarding this project. (Craig Hoey)
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9. TOWARDS ZERO ACTION PLAN ROAD SAFETY GRANTS RECIPIENTS – SERVICE DELIVERY AND FUNDING FOR 2025-27

RSAC noted that road safety grant recipients have confirmed in writing their capacity to continue delivering programs to end of the Action Plan based on current base funding with an increase for CPI. All organisations will continue to exceed minimum deliverables however outputs will be adjusted if necessary to operate within their budgets. Grant recipients include Rotary Tasmania (RYDA), the Royal Automobile Club of Tasmania for their road safety education programs, the Bicycle Network (Ride2School program), the Glenorchy City Council for the Full Gear program and Kidsafe Tasmania (child restraint checks).

10. AUSRAP STATE ROAD NETWORK ASSESSMENT – PHASE 1 AND 2 TIMEFRAMES AND INTEGRATION WITH SPEED MANAGEMENT STRATEGY

At its last meeting, RSAC requested timeframes for phases 1 and 2 of the AusRAP assessments and integration with the speed management strategy.

Phase 1 which covers the high-volume, high-speed state roads that make up 80- per cent of travel by volume, (926 km) will be conducted first. This will include a public communications strategy. The timeframes are currently unknown until quotes are received but the expected completion date is by the end of 2025. Procurement for stage 2 will occur later in 2025 once funding agreed. This assessment is larger (2,900 km) and also includes the network safety plan, including investment, countermeasures and speed reductions.

Speed limits and operational speeds are part of the 78 attributes used to assess road infrastructure under AusRAP. This includes risk mapping, a measure of safety performance based on crash data and star ratings which help identify speed-related risks.

The high-speed high-volume network will be a priority for infrastructure funding. Treatments for low- volume, lower-speed roads are likely to include speed limits, enforcement and low-cost infrastructure treatments.

RSAC discussed the staged approach to the AusRAP assessment and requested the timeline for stage 2.

Actions

- RSAC requested the timeline for stage 2 of the AusRAP assessment of the state road network. (Craig Hoey)
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11. FATAL AND SERIOUS INJURY (FSI) DATA FOR ≤40 KM/H SPEED ZONES

At its last meeting RSAC requested crash data for 'exceeding the speed limit' crashes in 40km/h zones. RSAC noted that speed is not a major contributing factor in crashes is speed limits 40km/h or lower.

In the period 2015-24 there were eight FSI crashes (two fatal, six serious). These eight crashes resulted in two Fatalities and nine Serious Injuries. For all speed zones there were 2727 crashes. Both fatalities were motorcyclists. One was in an active roadworks zone and the other in an active 40km/h school zone. Serious Injury crashes were a combination of higher speed roads under reduced speeds due to roadworks, access type roads and 40km/h posted roads.

12. AUTOMATED TRAFFIC ENFORCEMENT (ATE) PROGRAM UPDATE AND AVERAGE SPEED ENFORCEMENT TRIAL TIMEFRAME

RSAC noted the update on the ATE program.

The enforcement resource allocation model was completed in April.

Transition-in activities associated with the mobile average speed technology trial were completed in April. Two to six mobile average speed sessions per month will be conducted across at least eight locations to build understanding of existing technology, to test prosecution requirements for offences and to inform operations for both mobile and fixed average speed enforcement. No traffic infringement notices will be issued through the trial.

The Monash University Accident Research Centre (MUARC) was engaged in February to conduct the external evaluation of speed camera outcomes. MUARC is undertaking a

community acceptance and support survey, which commenced 1 May and due for completion September.

There is a public survey, which is available online and flyers were circulated with registration renewals in May.

When the ATE review (resource allocation modelling and outcome evaluation) is complete, a revised ATE program design will be prepared. If the program is approved and funding available, procurement will occur late in 2025.

RSAC discussed the potential benefits of fixed point to point enforcement as opposed to mobile point to point enforcement.

RSAC also discussed the benefit of the automated traffic enforcement in reducing the network travel speed, which in turn reduces FSI crashes.

13. CHAIR'S REPORT

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

14. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 MARCH 2025

RSAC noted the Quarterly Progress Report to 31 March 2025, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

Members discussed the number of crashes by age, noting that FSI crashes for the 17-29 age group is decreasing, while FSI crashes for the over 64 age group is increasing.

15. CORRESPONDENCE

RSAC noted correspondence for the last quarter.

16. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT

RSAC noted the key activities of the Education and Enforcement Sub-Committee for the last quarter, particularly in relation to National Road Safety Week (NRSW) activities. The Chair thanked Michelle Harwood for the TTA's involvement in NRSW and at Agfest. The Chair also thanked the Road Safety Branch marketing team for their work to make the week a success. He also acknowledged the support of Tasmania Police, the Bicycle Network and the RACT.

17. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

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

18. OTHER BUSINESS

No other business was raised.