

ROAD SAFETY ADVISORY COUNCIL TOWARDS ZERO

MEETING 59

25 MARCH 2025

MINUTES

1. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Scott Tilyard, Chair

Assistant Commissioner Adrian Bodnar, Tasmania Police

Mick Boyd, President, Tasmanian Motorcycle (TMC)

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

Alison Hetherington, President, Tasmanian Bicycle Council (TBC)

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

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

Dr Blair Turner, Road Safety Expert

Apologies

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

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

Observers

Martin Crane, General Manager Road User Services, 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

Mel Percival, Chief Advocacy Officer, RACT

Ambaynesh Sisay, Graduate Policy Officer, State Growth

State Growth presenters:

Mark Bandick, Policy and Project Officer – Speed Management, State Growth

Simon Buddle, Crash Data Manager, State Growth

1. WELCOME

The Chair welcomed members and observers to the 59th 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 19 November 2024 meeting. RSAC noted the status of actions from the 19 November 2024 meeting. All actions were complete or for discussion on

the agenda. RSAC noted that the Light Vehicle Safety Strategy is currently with the Minister for consideration and advice is being sought on power to weight restrictions for Graduated Licensing System (GLS) participants.

4. 2024 ROAD TOLL OVERVIEW PRESENTATION

RSAC noted and discussed the 2024 Road Toll overview presentation provided by Simon Buddle, Manager Crash Data.

RSAC discussed data provided and requested information on whether speeding is recorded as being a major cause of fatal and serious injury (FSI) crashes in speed zones that are 40km/h or less.

RSAC discussed the process for designing new roads in Tasmania, the application of Austroads guidelines and consideration of best practice Safe System principles in design.

RSAC requested information on the process for consideration of Safe System principles and treatments in the road design process.

Actions

- State Growth to provide data on whether speeding is recorded as being a major cause of fatal and serious injury (FSI) crashes in speed zones that are 40km/h or less. (Simon Buddle)
 - RSAC requested information on the process for consideration of Safe System principles and treatments in the road design process. (Craig Hoey)
 - RSAC referred communication of the Safe System approach and principles to the Education and Enforcement Sub-Committee so that the community understands the importance of the Safe System and can become informed advocates. (Ange Green)
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5. SPEED MANAGEMENT STRATEGY CONSULTATION PRESENTATION

RSAC noted and discussed the presentation on the Speed Management Strategy by Mark Bandick, Policy and Project Officer – Speed Management.

The six-week consultation included 81 responses, predominantly from community members. There was strong support for the strategy approach and the five action areas.

Five action areas:

- Road and roadside infrastructure that supports safe vehicle speeds
- Speed limits that reduce risk and are aligned with the safety level of the network
- Enforcement of speed limits to encourage safe road user behaviour
- Measures to positively influence community attitudes regarding vehicle speed, and
- Vehicle technology that supports safe travel speeds.

There was widespread support for the framework and for including improving safety through network risk identification and infrastructure upgrades, speed limit reductions, especially expansion of 40 and 30km/h speed limits in built up areas, enforcement with many calling for

increases in automated and police enforcement, and an approach to improving community attitudes and vehicle technology. RSAC noted that protection of vulnerable road users is considered very important.

The clearest consultation theme to emerge was about how the Strategy should be delivered, that we should be strengthening our partnership approach to speed management. This not only applied to enhancing partnerships with local government, which was included as part of the consultation paper, but also with government and non-government agencies and communities. Examples included partnering with the Department of Health and linking with workplaces and rural communities. Feedback asked that we better define the principle of 'shared responsibility'. This was primarily about making it clear what the responsibilities of different stakeholders are, so that it's not assumed that road users bear the bulk of the responsibility. The feedback was about clarifying what accountability looks like. RSAC noted that the community believes that transparency and consistency is key in speed limit setting. Dr Turner discussed the need to promote the wider social benefits of speed management, such as health and environmental benefits.

RSAC discussed the need for further consultation, noting that this will be discussed at a later meeting, and that it may be through a stakeholder engagement plan.

RSAC endorsed the strategic approach for the development of the Strategy. A final draft of the Strategy will be provided to RSAC for consideration later this year.

Actions

- State Growth to provide a final draft of the Strategy to RSAC for consideration later this year. (Craig Hoey)
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6. ELIMINATING ROAD TRAUMA PRESENTATION

RSAC noted Craig Hoey's Churchill Fellowship 'Eliminating Road Trauma' report and discussed the importance of Safety Performance Indicators (SPIs), governance, including a lead agency, and partnerships. Dr Turner advised that Austroads is completing a project on Road Safety Management. Findings from this project are closely aligned with the findings from the Fellowship report.

RSAC endorsed the recommendation that the findings and recommendation of Craig's report be considered in the development of the next Tasmanian road safety strategy.

Actions

- The findings and recommendation of Craig Hoey's Churchill Fellowship 'Eliminating Road Trauma' report to be considered in the development of the next Tasmanian road safety strategy. (Craig Hoey)
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7. SAFE SYSTEM INFRASTRUCTURE STRATEGY (SSIS) – PIPELINE PROJECTS

RSAC discussed the SSIS pipeline projects including funding for a channelised right turn lane at the junction of the Tasman Highway and Brinktop Road, a realignment on the Frankford Main Road and funding for design work for potential future pipeline projects.

RSAC discussed the broader SSIS, noting that it is a priority to assist RSAC in considering and recommending projects with the greatest road safety benefit but acknowledging that timing is dependent on delivery of the AusRAP assessment. RSAC discussed State Growth consideration of an external consultant to develop the SSIS including risk assessment and viable options and treatments such as corridors, signage and gateway treatments.

RSAC endorsed \$7.6 million funding from the RSL for the projects and design work recommended. RSAC endorsed moving funding from Safer Towns and Cities to Safer Rural Roads themes.

Actions

- State Growth to provide an update on progress of the SSIS at the next RSAC meeting. (Craig Hoey)
 - State Growth to provide the scope for procurement of an external consultant to develop the SSIS out-of-session. (Craig Hoey)
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8. AUSRAP ASSESSMENT OF STATE ROAD NETWORK TO MEET NATIONAL REPORTING REQUIREMENTS

RSAC endorsed \$250,000 of RSL funding for an AusRAP assessment of the extent of the state roads network required for national reporting requirements as a first stage with a communications strategy on road star ratings to be included in this stage.

The extent of state roads required for national reporting include all National Land Transport Network (NLTN) roads and state roads that make up the highest 80 per cent of travel by volume (vehicle kilometres travelled (VKT)), regardless of posted speed limit. This national reporting requirement is in line with the Austroads MOU.

RSAC asked State Growth to provide a proposal for an AusRAP assessment of the whole state road network at its 19 November 2024 meeting and reiterated that assessment of the remainder of the state road network should be completed as a second stage.

RSAC discussed the links between the AusRAP assessment of the state road network and the speed management strategy and requested there be integration between the two projects.

Actions

- State Growth to provide information about timeframes for phase 1 and 2 of the project and how the AusRAP assessment and the speed management strategy can be integrated. (Craig Hoey)
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9. REDUCTION IN SUPERVISED DRIVING REQUIREMENTS FOR LEARNERS 25+ - IMPLEMENTATION COSTS

In February 2025, on the advice of the RSAC, the Minister for Transport approved the following changes for learner drivers aged 25 and older:

- reducing supervised driving requirements from 80 hours to 35 hours (including five night-time hours), and

- reducing the minimum tenure from 12 months to six months.

The two-for-one credit hours for lessons with accredited driving instructors will continue to be available for older learner drivers (capped at 10 bonus hours).

RSAC discussed the reduction in supervised driving requirements for learner drivers 25 years and older and endorsed up to \$50,000 to commence work required to implement changes to the GLS for learner drivers aged 25 and older. Additional funding will be sought in the 2025-26 budget.

Work includes changes to the Motor Registry System (which may affect the timing of implementation), development for the Plates Plus learner driver log book app, changes to the P1 Practical Driving Assessment online booking system and updates to the hard copy logbook and communications materials. A communication strategy will also be developed to educate the community about the change, including any safety concerns that may arise.

Actions

- A communication strategy on the reduction in supervised driving requirements for learner drivers 25 years and older to be developed to educate the community about the change, including any safety concerns that may arise. (Craig Hoey)
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10. ROAD SAFETY EDUCATION (RSE) TEACHING RESOURCES FUNDING PROPOSAL

In August 2024 a request for funding of \$5000 for the RSE RYDA teacher portal and learning management system (LMS) and an interactive online course for students that extends beyond the workshop was considered by RSAC. A \$25,000 allocation for LMS promotion to teachers was also requested.

RSAC requested that State growth liaise with the Department of Education, Children and Young People (DECYP) on the matter. Enquiries at officer level, in late 2024, was unable to achieve the intended outcome. RSAC noted that the funding requested at the August 2024 RSAC meeting is therefore no longer required and will not be progressed.

Also, in light of the RACT Youth Road Safety Program being developed, placing a rollout of the LMS to all year 10 students in all schools on hold is appropriate at this time.

Instead a pilot of the LMS will occur in 2025 at the four Driving for Jobs schools (Claremont, Launceston and Newstead Colleges as well as Jordan River Learning Federation) at a cost of \$500 plus GST, which is to be funded separately.

11. RACT YOUTH ROAD SAFETY PROGRAM

RSAC noted the update on the RACT Youth Road Safety Program. Completed activities include the signing of the Grant Deed on 2 December 2025, first invoice issued and payment received on 17 January 2025, Project Manager appointed and commenced 2 December 2024, and the Steering Committee membership agreed, with the first meeting scheduled for 3 April 2025.

RSAC noted that having the program included in the school curriculum will be difficult and requested that the Steering Committee consider whether DECYP should be a partner in the

program. RSAC also requested that the Education and Enforcement Sub-Committee (EESC) be engaged in the project and that regular briefings be provided to the EESC.

Next steps include commencing a literature review, developing a project logic map, commencing formal stakeholder engagement and consultation with key groups and commencing detailed project planning and activities as endorsed by the Steering Committee.

Actions

- The Education and Enforcement Sub-Committee (EESC) to be engaged in the RACT Youth Road Safety Program project and regular briefings be provided to the EESC. (Mark Mugnaioni, RACT)
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12. AUTOMATED TRAFFIC ENFORCEMENT (ATE) PROGRAM

RSAC noted the update on the ATE program. Trialling of speed cameras on the Tasman Bridge is underway. Enforcement commenced on Monday 17 March.

Funding is required for the bridge cameras and State Growth will seek market proposals for long-term delivery in late 2025, early 2026.

Trialling of mobile average speed enforcement was completed in February. Testing will continue through 2025 to understand technology limitations, operational considerations and requirements for evidentiary and prosecution purposes.

The Chair requested timeframes for the average speed enforcement trial and questioned whether at some point we need to draw a line on the trial and wait until another jurisdiction implements average speed enforcement.

Actions

- State Growth to provide timeframes for the average speed enforcement trial. (Craig Hoey)
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13. ATE PROGRAM DEVELOPMENT

RSAC noted the update on the ATE program development.

A budget request has been made for longer term funding of ATE activities (to 2028-29 FY). The ATE program design is being developed with completion expected in August. The program is subject to funding approval, with enforcement to commence 2026. The current program is funded to September 2025.

The Road Safety Enforcement Allocation Model (RSEAM) is being developed with police to meet specific fatal and serious injury savings or social cost BCR return. The RSEAM includes fixed and mobile speed enforcement, speed and red-light intersection enforcement, fixed and mobile phone and seatbelt enforcement, highway patrol, drink and drug driving enforcement. The RSEAM is to be completed in late March. The ATE strategy and development plan will be based on available funding with additional activities identified if additional funding becomes available.

14. SAFE SYSTEM INDUCTION TRAINING

RSAC noted the Road to Zero Safe System induction module has been developed. It will be available to State Growth staff through MyGrowth and externally through the State Growth training website or file transfer. Promotion of the training to the department, police and local government will commence this month.

15. NATIONAL CRASH DATA REQUIREMENTS

RSAC noted the information previously requested for a gap analysis for data collection and the Federation Funding Agreement Schedule (FFAS) requirements.

The data sharing agreement was signed in early 2024, however, AAA launched a 'Data saves Lives' campaign in October claiming states hold secret data relating to crashes, infrastructure and enforcement.

The Commonwealth Office of Road Safety has confirmed there is no intention to collect data twice and FFAS data requirements are likely to be provided through existing mechanisms. The gap identified is not in FFAS requirements but in reporting under the National Road Safety Strategy. The gap relates to reporting of aboriginality which is not captured in Tasmanian crash data.

16. BICYCLE HELMETS – BLANKET EXEMPTION

RSAC noted that in January 2025, the Minister requested advice from the department on the steps required to implement a blanket exemption to the requirement for riders and passengers of bicycles, bicycle trailers, motorised scooters and personal mobility devices (e-scooters).

The Minister approved the progression of a blanket exemption to the requirement to wear an approved helmet applying to members of a religious group (Sikhs) wearing a type of headdress customarily worn by members of that group that makes it impracticable for the person to wear an approved bicycle helmet for riders and passengers of:

- bicycles
- bicycle trailers
- motorised scooters, and
- personal mobility devices (e-scooters).

Regulatory amendments will commence in Autumn 2025.

17. SAFETY PERFORMANCE INDICATORS (SPIS) – STATUS UPDATE

RSAC noted that SPIs will be launched with the Action Plan. A Minute will be provided to the Minister advising of new content in the Action Plan and public communication of SPIs through the RSAC website. Communications will not include targets or accountability until this has been formalised through agreed reporting arrangements.

18. FULL GEAR PROGRAM EVALUATION

The Full Gear Program receives funding of \$53,500 from the RSL. Community organisations provide in-kind support. RSAC noted the evaluation of the program.

Jill Sleiters Consultant evaluated Full Gear based on the programs delivered from Bucaan Community House and from Karadu Aboriginal Corporation. 23 participants commenced Full gear and 100 per cent of participants completed the six-week program including the two-day practical test and all participants obtained a learner motorcycle licence.

Post-program surveys showed all participants reported an increased understanding of road safety.

The evaluation provided six recommendations including:

- the Full Gear Facilitator or Project Officer attending the 2-day practical motorcycle training course
 - consideration of additional funding to increase the number of programs each year and to deliver a provisional licence program to avoid lapses in renewing licences and to maintain motivation for full licensing, and
 - inclusion of a six and 12-month follow up with participants to understand long term program impacts.
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19. CASR EVALUATION OF MAIB FUNDING OF RSAC 2024

RSAC noted the CASR evaluation of MAIB funding of RSAC 2024 report. The Chair requested that RSAC be provided advice on recommendations from the previous review that have not been addressed, including the capacity review. The CASR review should be provided as documentation to consultants as part of the strategy development review.

Actions

- State Growth to provide advice on recommendations from the previous review that have not been addressed, including the capacity review. (Craig Hoey)
 - State Growth to provide the CASR review to consultants as documentation for consideration as part of the strategy development review. (Craig Hoey)
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20. CHAIR'S REPORT

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

21. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 DECEMBER 2024

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

22. CORRESPONDENCE

RSAC noted correspondence for the last quarter.

23. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT

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

24. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

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

25. OTHER BUSINESS

Road Safety Levy budget

The Chair noted that the Road Safety Levy budget is reported in the Quarterly progress Report but requested that it be included as a standing item on the RSAC agenda as there are substantial underspends against the budget as forecast that will require monitoring.

Local government line marking

RSAC requested that State Growth provide its position on local government line marking to RSAC at its next meeting.

Public education on Road Rules changes

The Chair requested that a mechanism for distribution of Road Rules changes be considered by State Growth. This may include the use of QR codes or information with licence/registration renewals.

Actions

- The Road Safety Levy budget to be included as a standing item on the RSAC agenda. (Ange Green)
- State Growth to provide its position on local government line marking to RSAC at its next meeting. (Cynthia Heydon)
- A mechanism for distribution of Road Rules changes be considered by State Growth. (Martin Crane)