

---

## 1. WELCOME, ATTENDANCE APOLOGIES

### Attendees:

Mr Jim Cox, Chair

Mr Paul Bullock, President, Tasmanian Motorcycle Council (TMC)

Ms Michelle Harwood, Executive Director, Tasmanian Transport Association

Mr Darren Hine, Commissioner, Tasmania Police

Dr Ian Johnston, Road Safety Expert

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

Mr Harvey Lennon, CEO, RACT

Dr Emma Pharo, President, Tasmanian Bicycle Council

Dr Katrena Stephenson, CEO, Local Government Association of Tasmania (LGAT)

Mr Gary Swain, Deputy Secretary Transport Services, Department of State Growth (State Growth)

### Observers:

Ms Ange Green, Manager RSAC Secretariat, State Growth

Mr Craig Hoey, Manager Road Safety, State Growth

Ms Penny Nicholls, General Manager Road User Services, State Growth

Mr Dick Shaw, Principal Policy Officer, Department of Police, Fire, and Emergency Management

---

## DISCUSSION

The Chair welcomed members and observers to the 30<sup>th</sup> meeting of the Road Safety Advisory Council (RSAC).

---

## 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

### DISCUSSION

Members endorsed the minutes of the previous RSAC meeting (22 August 2017). Members noted the status of actions from previous meetings.

---

## 3. CORRESPONDENCE

### DISCUSSION

Correspondence for the last quarter was noted.

---

## 4. CHAIR'S REPORT

RSAC noted the Chair's Report, including:

## **Road Toll - 2017 YTD**

There have been 216 serious casualties (24 fatalities and 192 serious injuries) to 30 September 2017, down 8.9 per cent on the same period last year of 237 serious casualties (29 fatalities and 208 serious injuries) and down 1.3 per cent on the five year average of 218.8 serious casualties.

## **Minister's approvals**

Since the last meeting of RSAC, the Minister for Infrastructure has approved:

- the allocation of \$750 000 from the Road Safety Levy to deliver both the initiatives contained in the second phase of the Tourist Road Safety Strategy 2017-2020 (the Strategy) and the commitment in the Tasmanian Government's 'Plan for a Brighter Future, Deliverables 2017' for a website for visiting motorists and riders;
- the reappointment of current members of RSAC for a period of three years; and
- the making of the *Traffic (Compliance and Enforcement) Amendment (Safe Cycling) Regulations 2017* and the *Road Amendment (Safe Cycling) Rules 2017* which will enable the introduction of minimum safe distances for passing cyclists in Tasmania.

## **RSAC Chair Appointment**

The Minister for Infrastructure announced that he has appointed Garry Bailey as the new Chair of the RSAC. Mr Bailey will commence the role on 2 December 2017, for a period of three years. Mr Bailey is a former editor of The Mercury newspaper and has been a road safety advocate for many years, most recently as a member of the RACT's southern regional advisory committee. I encourage you all to support Garry in his new role.

I would also like to thank you for your support of me in my role as Chair. I believe the role of RSAC is very important in saving lives and feel privileged to have contributed to its objectives over the last four years.

## **RSAC Member Appointments**

The Minister for Infrastructure has approved the re-appointment of all members of the RSAC for a period of three years to 31 October 2020.

I know you will continue the great work undertaken to date in our endeavour to reduce road trauma on Tasmania's roads.

## **DPFEM Project Officer Appointment**

The Department of Police, Fire and Emergency Management has appointed Dick Shaw to the position of Project Officer to investigate and report against a number of action items from the *Toward Zero Action Plan 2017-19*, including:

- Introduction and greater usage of rear facing automated speed cameras
- Increasing the number of fixed speed cameras in urban areas
- Introduction of point-to-point speed cameras on high risk rural roads.

## **GLS Review – Out-of-session paper**

The majority of members endorsed the recommendations, although it was noted that there were some concerns raised around some of the proposed GLS changes. These concerns were addressed in a response to the out-of-session paper and were further discussed during the meeting.

---

### **5. 2018 MEETING DATES**

#### **DISCUSSION**

RSAC noted the 2018 meeting dates:

- Tuesday, 6 March
- Tuesday, 22 May
- Tuesday, 21 August
- Tuesday 27 November

All meetings will be held from 9:00am to 12:00pm.

---

### **6. SAFE ROADS AND ROADSIDES – RISK RATING TOOL FOR THE ROAD NETWORK**

#### **DISCUSSION**

RSAC noted Craig Hoey's presentation and the outcomes of the Road Risk Workshop to investigate the development of a risk rating tool to prioritise Road Safety Levy funded road infrastructure projects across the Tasmanian road network and agreed to investigating the application of the New Zealand Infrastructure Risk Rating (IRR) in Tasmania.

Members supported the risk rating tool as a way of prioritising expenditure of infrastructure funding. Gary Swain noted the need to inform the Commonwealth Government in regard to the IRR. Use of the network risk tools are likely to be broadened to the prioritisation of federal, state and local government infrastructure funding. It was noted that the IRR, as well as prioritising the highest risk roads, provides a tool for evaluating appropriate countermeasures, ie infrastructure treatment or speed management.

---

### **7. LOCAL GOVERNMENT LINE MARKING MAINTENANCE**

#### **DISCUSSION**

RSAC endorsed funding of \$500,000 from the Road Safety Levy (Levy) to increase the local government line marking budget to \$950,000 for the 2018-19 financial year. RSAC recognised the importance of line marking as a safety treatment and to assist with vehicle technology. Gary Swain advised that this is one-off funding only and that a delineation program will be developed under the Towards Zero Strategy, adopting a co-funding model to encourage local government expenditure on line marking.

Emma Pharo noted that improved line marking offered the opportunity to increase cyclist safety when used on high-use cycling routes.

It was requested that all future RSAC papers requesting funding from the Levy should include budgetary implications, including unallocated funding available and impact on the Levy.

## Actions

- State Growth to provide a Minute to the Minister seeking approval for \$500,000 funding from the Road Safety Levy for local government line marking in the 2018-19 financial year.
  - State Growth to consider a broader delineation program under the Towards Zero Strategy.
  - Future RSAC papers requesting funding from the Levy to include budgetary implications, including unallocated funding available and impact on the Levy.
- 

## 8. GOVERNMENT VEHICLE FLEET SAFETY REVIEW 2017

### DISCUSSION

RSAC noted the review of the Government Vehicle Fleet Safety Policy that will require all passenger and light commercial vehicles on the Tasmanian Government fleet contract to have a 5-star Australasian New Car Assessment Program (ANCAP) safety rating. It was further noted that where no operationally suitable vehicle exists, agencies will be able to provide a business case for approval to the Head of Agency and then to Treasury. The review will be effective July 2018. Vehicles not complying will be removed from inventory, but only when leases expire or the vehicle is due for replacement.

Stage two of the review will see the policy extended to Government Business Enterprises and State-Owned Companies. Stage 3 will focus on encouraging corporate fleet managers to purchase 5-star ANCAP rated vehicles.

### Actions

- State Growth to progress the Government Vehicle Fleet Safety Policy through Government.
- 

## 9. ANCAP PRESENTATION

### DISCUSSION

RSAC noted the presentation about ANCAP alignment with Euro NCAP, by Hannah Norris, Policy officer, State Growth. From 1 January 2018, ANCAP will adopt the common protocols and policies with Euro NCAP to publish overall vehicle safety ratings to inform the Australian community. From 2018, the overall star rating will be based on scores achieved in four areas of assessment, including: adult occupant protection; child occupant protection; pedestrian protection; and safety assist. The safety assist area is a new one and will test the performance of technologies such as speed assist systems, lane support systems and autonomous emergency braking systems.

Dr Ian Johnston advised that through the National Road Safety Partnership Program, consideration is being given to ways to get young drivers driving safer cars. Discussions with corporate fleet owners are occurring around offering ex-fleet vehicles at a discounted rate for young drivers.

---

## **10. TOWARDS ZERO ENFORCEMENT PROJECT**

### **DISCUSSION**

RSAC noted the appointment of Dick Shaw to the position of Principal Project Manager and the commencement of the Towards Zero Enforcement Project. The project will focus on enforcement actions under the Towards Zero Strategy, including introduction of rear facing automated speed cameras, increasing the number of fixed speed cameras in urban areas, and investigating the introduction of point-to-point speed cameras on high-risk rural roads. Progress on the Towards Zero Enforcement Project will be reported on a quarterly basis.

---

## **11. GRADUATED LICENSING SCHEME (GLS) – VICTORIAN EVALUATION AND GOVERNMENT RESPONSE TO PARLIAMANETARY INQUIRY**

RSAC noted the presentation by Jonathan McGuffie, Principal Policy Analyst, State Growth, regarding the evaluation of the Victorian GLS and the Government response to the 11 recommendations made by the Parliamentary Inquiry into reducing the probationary licensing age to 17 in Victoria.

The evaluation results were positive, with 42.5% fewer drivers aged 18-23 years being in serious casualty crashes since the GLS introduction. Also, the introduction of peer passenger restrictions for P1 licence holders has been particularly effective, with a 69.2% reduction in involvement in serious casualty crashes.

The main consideration of the Parliamentary Inquiry was to reduce the minimum probationary driving age to 17 on the grounds that licensure leads to improved employment opportunities. The Government did not accept this recommendation.

RSAC members discussed the outcomes of the evaluation and Inquiry response by the Victorian Government.

Paul Kingston advised of his strong support for peer restrictions in Tasmania, given the strong evidence about its effectiveness in Victoria and the catastrophic injury claims received by MAIB arising from young driver crashes at night.

Peer restrictions as a component of the Tasmanian GLS review was discussed further, with RSAC noting that there is likely to be exemptions for driving for work, with commuting to and from work potentially available as a special exemption. The maximum age at which peer restrictions should apply was also discussed. Final recommendations on exemptions will be presented to RSAC mid-2018.

---

## **12. TOWARDS ZERO QUARTERLY PROGRESS REPORT**

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

---

## **13. PROGRESS REPORT: EDUCATION AND ENFORCEMENT SUB COMMITTEE**

RSAC noted the Education and Enforcement Sub Committee's progress report. Paul Kingston advised that the advertising tender is currently under review. A strategic review is also going to be undertaken to ensure the best outcomes from enforcement and education activities. Different communications will be utilised, particularly for younger people, but it was noted that in Tasmania television is still an effective medium.

---

## **14. OTHER BUSINESS**

RSAC noted that State Growth had committed to discuss the issue of motorcycle licensing age with Paul Bullock, Tasmanian Motorcycle Council (TMC). Paul had not been present at the August RSAC meeting, at which it was agreed in principle that the learner age for motorcyclists should be the same as for car drivers. Following further discussion, Paul advised that he does not agree with this and RSAC has recorded that the TMC dissents from this position.

---

## **15. DEFERRED ITEMS – ROADSIDE CRASH MARKER REVIEW**

RSAC noted the Roadside Crash Marker Review is progressing and that State Growth is in discussions with councils about removing expired crash markers and re-skinning crash marker signage with relevant road safety messages. State Growth will report back to RSAC about the proposed initiative and this item will be removed from the agenda.

---

### **Actions**

- State Growth to progress the Roadside Crash Marker Review and report back to RSAC with an alternative road safety initiative.
  - Roadside crash marker review to be removed from the agenda.
-