

## **MINUTES**

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### **I. WELCOME, ATTENDANCE APOLOGIES**

#### **Attendees**

Mr Scott Tilyard, Chair

Mr Mick Boyd, President, Tasmanian Motorcycle Council (TMC)

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

Ms Alison Hetherington, President, Tasmanian Bicycle Council (TBC)

Mr Jonathan Higgins, Assistant Commissioner, Tasmania Police

Dr Ian Johnston, Road Safety Expert

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

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

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

#### **Apologies**

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

#### **Observers**

Mr Martin Crane, General Manager Road User Services, State Growth

Ms Ange Green, Manager RSAC Secretariat, State Growth

Mr Craig Hoey, Manager Road Safety, State Growth

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### **I. WELCOME**

Scott Tilyard, Chair of the Road Safety Advisory Council (RSAC) welcomed members and observers to the 47<sup>th</sup> meeting of the Road Safety Advisory Council (RSAC).

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

RSAC members endorsed the minutes and noted the actions from the 16 November 2021 RSAC meeting. Following up on an action from the last meeting, RSAC noted that based on figures for population distribution and fatality location it seems that:

- Victoria's population is approximately 6.5 million, split across 75 per cent (4.9 million) in Melbourne and the remaining 25 per cent (1.6 million) in regional areas.
- The split of the 213 fatalities in 2018 was 104 in Melbourne (49%) and 109 (51%) in regional Victoria.

If we express the fatalities by region as a figure per 100 000 population then for Melbourne the figure is 2.1 per 100 000 and for regional Victoria the figure is 6.8 per 100 000. Because of the almost 50/50 split between regions, Victoria's figure is about 4.5 when we look at the state as a whole.

The 6.8 per 100 000 figure for regional Victoria is on a par with the figure for Tasmania as a whole.

Tasmania police to report back on why the number of crashes listed with 'unknown' locations has increased in the Tasmania Police Traffic Outputs Report.

#### **Actions**

- Tasmania police to report back on why the number of crashes listed with 'unknown' locations has increased in the Tasmania Police Traffic Outputs Report. (Jonathan Higgins)
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### **3. 2021 CRASH STATISTICS PRESENTATION**

RSAC noted the presentation by Simon Buddle, Manager Crash Data, about the 2021 crash statistics. It was noted that fatalities were 5.4 per cent above the five-year average and serious casualties were 8.3 per cent below the five-year average. Vulnerable road user serious casualties have generally increased compared to 2020. Fatalities in 100km/h+ speed zones have increased. It was noted that head-on crashes have decreased, crashes off path on straight roads have increased. Crashes were widely dispersed across the Tasmanian road network. Approximately 25-30 per cent of fatalities in 2021 involved some element of reckless/irresponsible behaviour, challenging the view that the road toll can be fixed through a primary focus on education and enforcement. RSAC discussed the issue of suicide in crashes, noting that determination of death by suicide is a matter for the Coroner and when such a determination is made, the death is removed from crash statistics. RSAC also discussed conventions around media reporting of suicide in crashes.

#### **Actions**

- State Growth to see how suicide is treated in other jurisdictions and report back to RSAC. (Craig Hoey)
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### **4. RSAC ANNUAL REPORT**

RSAC endorsed the RSAC Annual report 2020-21, subject to minor amendments. The report will be provided to the Minister for Infrastructure and Transport.

#### **Actions**

- State Growth to provide the final Annual Report to the Minister for Infrastructure and Transport. (Ange Green)
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## **5. AUSTRALIAN GOVERNMENT ROAD SAFETY PROGRAM – STATUS OF TRANCHE 3 AND FUNDING FOR TRANCHE 4**

The RSAC discussed the Australian Government Road Safety Program (RSP) in conjunction with the State Rural Road Network. RSAC noted the progress of tranche 3 projects and endorsed the proposed projects under tranches 4 and 5, along with \$4.575 million from the Road Safety levy to support those projects and to leverage Australian Government funding.

RSAC requested a high-level, preferably graphics based, overview of the levy funded projects, noting the leverage benefits achieved through the Australian Government RSP funding. RSAC further requested information on how the approved projects support the various infrastructure strategies under the Action Plan.

### **Actions**

- A high-level graphics-based depiction of the levy funded projects, noting the leverage benefits of the Australian government RSP funding to be provided to RSAC. (Craig Hoey)
  - Information to be provided on how approved projects support the various infrastructure strategies under the Action Plan. (Craig Hoey)
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## **6.a) AUTOMATED TRAFFIC ENFORCEMENT PROGRAM – PROJECT UPDATE**

RSAC endorsed \$100 000 from the Road Safety Levy for stage one of a signage upgrade supporting the reintroduction of mobile speed cameras into the Tasmanian road network and noted that if made available, fines revenue will be used to fund the upgrades instead of the Levy.

RSAC noted that contract negotiations are underway with the preferred supplier. There will be a three-month implementation period, with a caution period to apply after that. During the implementation period command centres will be established in Hobart and Launceston, and adjudication and camera operators will be recruited and trained.

### **Actions**

- The outcomes of the tender process for the Automated Traffic Enforcement Program to be provided to RSAC. (Craig Hoey)
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## **6.b) AUTOMATED TRAFFIC ENFORCEMENT PROGRAM – COMMUNICATIONS**

RSAC noted that it is well established that speed enforcement accompanied by public education programs is more effective than speed enforcement alone. This was a key recommendation of the Centre for Automotive Research (CASR).

RSAC noted communication activities for the ATEP, including a priming phase that commenced in September 2021 aiming to address the role of speed in crash and injury causation, as well as evidence that speed enforcement is effective in reducing speeds and crashes. This included planned editorials, radio and unplanned media.

The second phase commenced in December 2021 with the launch of the Over is Over campaign. The first iteration focused on how speed contributes to serious casualties. Channels included TV, press, outdoor billboards, digital video, social media, radio, editorials, RACT Journeys magazine, interviews and letters to the editor.

The third phase focusing on speed cameras (more cameras, less tolerance) will coincide with the introduction of the new speed cameras.

### **Actions**

- A link to copies of the two Over is Over campaign ads to be provided to members with the RSAC minutes. (Ange Green)
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## **7. GRADUATED LICENSING SYSTEM (GLS) EVALUATION REPORT**

RSAC noted the Graduated Licensing System (GLS) evaluation report. The baseline summary report of evaluation of GLS is complete. RSAC noted the timeline for the collection of phase two data relating to the PI licence period. Additional surveys and focus groups to be conducted from end 2022 – mid-2023.

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## **8. MANDATORY ALCOHOL INTERLOCK PROGRAM (MAIP) UPDATE**

RSAC members noted the update on the MAIP review. Recommendations for changes to the MAIP were provided to the previous Minister in 2018. The review recommended that administration be simplified and regulatory amendments where the regulations did not support policy intentions or was inequitable for participants.

RSAC discussed the concern that participants are choosing not to re-enter the licensing system rather than participate in the program.

Drafting instructions are currently with the Office of Parliamentary Counsel (OPC).

State Growth will discuss the MAIP with Minister Ferguson. Further advice will be provided to RSAC when appropriate.

### **Actions**

- Further advice on the MAIP will be provided to RSAC when appropriate. (Martin Crane)
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## **9. REDUCED SPEED LIMITS AROUND EMERGENCY VEHICLES – RULE 79A**

RSAC noted the that the Minister for Infrastructure and Transport has approved amendments to Rule 79A to allow for the inclusion of roadside assistance service vehicles displaying a flashing amber light and to clarify that drivers must slow to 40km/h on high-speed roads (above

80km/h) unless it is not practicable. The updated rule and public education campaign is expected to commence mid-2022.

RACT offered to support the public education effort through its media channels. The TTA reiterated its support for the changes, particularly for the heavy vehicle industry.

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## **10. KEY SAFETY PERFORMANCE INDICATORS (SPIs)**

RSAC noted progress on the development of the methodology for measuring key SPIs linked to the Towards Zero Action Plan.

Three of the 10 proposed SPIs have developed methodologies, with progress being made on other SPIs. The Road Safety branch will work with Tasmania police on a number of SPIs.

RSAC reiterated that a pragmatic approach should be taken toward the development of SPIs to guide our local strategic direction, along with crash data. RSAC also noted that alignment with national data is desirable.

RASC discussed a number of the individual SPIs and their applicability, particularly numbers 6, 8 and 10.

In discussions about how to influence SPI 8 *average age of the light vehicle fleet in Tasmania*, State Growth advised that a Light Vehicle Strategy is currently being developed and that this will inform the SPI. State Growth committed to providing an update on the approach to a Light vehicle Strategy, including possible actions and initiatives. The Light Vehicle Strategy options will be provided to RSAC to seek feedback and views on direction.

### **Actions**

- State Growth to present SPIs and proposed methodologies to RSAC at its 24 May 2022 meeting. (Craig Hoey)
  - The Light Vehicle Strategy options will be provided to RSAC at its 24 May 2022 meeting, to seek feedback and views on direction. (Martin Crane)
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## **11. STATE RURAL ROAD NETWORK (SRRN) STATUS REPORT – MARCH 2022**

RSAC noted the update about the SRRN, which has approximately 1 366km of road network. Of this 765km (56%) has sealed shoulder with edge line and 601k (44%) to be considered for treatment.

It is estimated that 30 per cent is suitable for shoulder sealing, with 6 per cent already scheduled under existing projects. 5 per cent is not viable as it is in urbanised areas and 3 per cent is not viable and other treatments should be considered (eg. speed management).

A final 3 per cent is unlikely to provide viable cost-benefit ratio due to road topography and use.

RSAC questioned what determined whether edge line treatments included painted lines or audible edge lines.

#### **Actions**

- State Growth to report back to RSAC about what determines whether edge line treatments include painted lines or audible edge lines. (Craig Hoey)
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### **12. CHAIR'S REPORT**

RSAC noted the Chair's report for the last quarter, including updates on the National Road Safety Strategy and Action Plan and the Legislative Council Select Committee Inquiry into Road Safety and the partnership with the North West Football League.

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### **13. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 DECEMBER 2021**

RSAC noted the Quarterly Progress Report to 30 September 2021, under the Towards Zero - *Tasmanian Road Safety Strategy 2017-2026*.

#### **Actions**

- State Growth to amend the MAIB funding report. (Ange Green)
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### **14. CORRESPONDENCE BY EXCEPTION**

RSAC noted correspondence for the last quarter.

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### **15. PROGRESS REPORT: EDUCATION AND ENFORCEMENT SUB COMMITTEE (EESC)**

RSAC noted the Education and Enforcement Sub Committee's progress report. RSAC discussed the North West Football League sponsorship and the commitment shown by the League in promoting the anti-drink message. Former AFL footballer and motivational speaker Glenn Manton is presenting to clubs about mateship and drink-driving.

The Tasmanian Bicycle Council requested information about National Road Safety Week (NRSW).

#### **Actions**

- State Growth to call Alison Hetherington in regard to NRSW. (Carly Zmendak)
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### **16. TASMANIA POLICE TRAFFIC OUTPUTS REPORT**

RSAC noted the Tasmania Police Traffic Outputs Report. Assistant Commissioner Higgins advised that Tasmania Police is restructuring its traffic services in July 2022. RSAC was also

advised that there will be an increase in high visibility police vehicles. RSAC requested advice on why the number of crashes listed with 'unknown' locations has increased significantly.

### **Actions**

- Tasmania Police to provide advice on why the number of crashes listed with 'unknown' locations has increased significantly. (Jonathan Higgins)
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## **17. OTHER BUSINESS**

### Light Vehicle Strategy

RSAC noted the development of the Light vehicle Strategy, including consideration of public awareness around purchasing safe cars, supporting industry to purchase safer cars, incentives for young drivers to purchase newer cars and potential regulatory reforms. RSAC was advised that the Tasmanian vehicle fleet is growing quickly, with many households retaining older vehicles as a second car. RSAC was advised that changes are being made to the Motor Registry System to improve data collection.

State Growth advised that options for a Light Vehicle Strategy will be provided to RSAC for consideration in May, with a view to making recommendations to Government in accordance the Action Plan.

### **Actions**

- The Light Vehicle Strategy options will be provided to RSAC at its 24 May 2022 meeting to seek feedback and views on direction (as per action under Agenda item 10.). (Martin Crane)
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### Capital Program

RSAC noted that the Capital Program has been funded to \$370 million (around \$50 million more than last year) and that as a result, the safety on the Tasmanian network is improving.

### Tasmanian Motorcycle Council (TMC)

The TMC asked about the timing of improvements to Lake Leake Highway following the motorcycle safety audit. State Growth advised that works are scheduled to be completed by the end of the financial year.

The TMC raised concerns with the Motorcycle GLS. State Growth advised that this matter will be presented at RSAC's May meeting, that consultation will occur directly with the TMC and that the motorcycle training regime is not in scope as part of the review.