
1. WELCOME, ATTENDANCE APOLOGIES

Attendees:

Mr Garry Bailey, Chair

Mr Paul Bullock, 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)

Apologies:

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

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

Mr Jonathan McGuffie, Senior Policy Analyst, State Growth

1. WELCOME

Garry Bailey welcomed members and observers to the 39th meeting of the Road Safety Advisory Council (RSAC). He welcomed Assistant Commissioner Jonathan Higgins, as a new member of RSAC, representing Tasmania Police.

2. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC members endorsed the minutes and noted the actions from the 19 November 2019 RSAC meeting.

3. ROAD SAFETY GOVERNANCE REVIEW

Agenda items three, four, 11 and 12 were discussed in a broader discussion under the capacity review. Members noted the work being undertaken to review road safety governance administration in Tasmania. RSAC was asked to endorse the scope of the review and endorsed a staged approach to reviewing governance arrangements including:

- Stage 1: Implementing administrative and reporting changes to improve resourcing for administering the Levy, reporting on expenditure of the Levy, Levy administration guidelines and procedures, legislative requirements for Levy expenditure, review of governance documents such as the Terms of Reference, raising awareness of Levy funded projects, monitoring and evaluation of Levy funded projects.
- Stage 2: linked to the capacity review discussion, RSAC endorsed an independent review of RSAC membership, review of mechanisms to build commitment to road safety across government, agencies and accountability across agencies at the senior executive level.

Actions

- State Growth to progress a review of road safety governance using a two-staged approach, with administrative changes to commence first and a proposal for an independent review to RSAC in May 2020.
-

4. ROAD SAFETY CAPACITY REVIEW

Agenda items three, four, 11 and 12 were discussed in a broader discussion under the capacity review. RSAC members noted findings of the capacity review undertaken by Bruce Corben and discussed the proposed priority actions and State Growth's response to the actions. RSAC requested that the item be postponed to the May RSAC meeting. State Growth to provide the State Growth response and original report to RSAC, with members requested to provide their priorities for action to the RSAC Secretariat by 8 April 2020. RSAC and State Growth will then consider resourcing issues and achievability to determine implementation priorities from the review.

Actions

- State Growth to circulate the November 2019 capacity building RSAC minute, the March 2020 minute and attachments, and the full report to members with the minutes of the 10 March meeting.
 - RSAC members to provide three to five priority actions to the RSAC Secretariat by 8 April 2020.
-

5. RAILTON MAIN ROAD SHOULDER SEALING – REQUEST FOR FUNDING

RSAC members discussed the request for funding for shoulder sealing of Railton Main Road for the 2020/21 financial year, to enable progression of tender processes for the works. RSAC endorsed the request as part of the \$50 million infrastructure package under the Towards Zero Action Plan.

6. GRADUATED LICENSING SYSTEM (GLS) LEARNING PLATFORM

RSAC members noted the presentation, by Hannah Norris, on the GLS online digital platform being developed by Croomo and The20. The new online interactive course includes simulated driving scenarios, real-life interviews, problem solving and the completion of tests.

7. ROAD SAFETY CONFERENCE PRESENTATION

RSAC members noted the presentation, by Craig Hoey, about the Swedish road safety conference. February 2020 (note attendance was self-funded).

The conference was attended by 1700 representing almost 100 countries. The aim of the conference was to reach global consensus on guidelines for continued international collaboration on road safety up to 2030.

RSAC noted key insights from the conference:

- The methods for improving road safety are well known and achievable
- Improving road safety performance will require:
 - A greater engagement of the public and private sectors
 - A stronger road safety management system, which is underpinned by an effective lead road safety agency, and committed road safety leadership.

Council members are encouraged to learn more by visiting <https://www.roadsafetysweden.com/>

8. ROAD SAFETY AROUND HEAVY VEHICLES PRESENTATION

RSAC noted the presentation by Melissa Weller, Safety, Health and Wellbeing Director, Australian Trucking Association. Melissa provided information about the SafeT360 interactive truck that provides education to 16 to 25 year olds about truck blind spots, not overtaking turning vehicles and stopping distance. The program aims to increase awareness about how to behave around heavy vehicles. The program is jointly funded by Government and industry. The SafeT360 truck will be at Agfest in Tasmania in May and will also be visiting various schools.

ADDENDUM

The TTA has advised that plans, to bring the ATA Safety Truck to Tasmania in May as part of Agfest and coordinated school visits, have been put on hold. This will be reconsidered when safe and appropriate.

9. 2019 ROAD SAFETY STATISTICS REVIEW

RSAC noted the 2019 road safety statistics for Tasmania with 32 fatalities, 3.6 per cent below the five year average of 33.3, and 284 serious casualties, 9.2 per cent below the five year average of 312.6. Members discussed the fact that although 2019 was a good year, it does not indicate a trend. Members also noted the high number of fatalities and serious injuries to date for 2020.

10. REVIEW OF ROAD SAFETY PENALTIES

RSAC noted the initialisation of the review of road safety penalties in Tasmania. An initial preliminary comparative analysis into penalties across Australia has been conducted. The

focus is on penalties relating to the fatal five and will include monetary, disqualification, demerit and imprisonment penalties.

The Tasmanian Bicycle Council indicated that their members would like to put forward their ideas and it was agreed there would be an opportunity for members and the broader community to do so as part of the public engagement activities.

It was agreed that State Growth would provide the scope of the review to RSAC out-of-session.

Actions

- State Growth to provide the scope of the road safety penalties review to RSAC out-of-session.
 - A comparative analysis of offences under the Road Rules to be provided to RSAC.
-

11. DEVELOPMENT OF ROAD SAFETY KEY PERFORMANCE INDICATORS (KPIs)

Agenda items three, four, 11 and 12 were discussed in a broader discussion under the capacity review. RSAC noted the work being undertaken to develop KPIs for road safety under the Towards Zero Tasmanian Road Safety Strategy 2017-2026 and the Towards Zero Action Plan 2020-2026. State Growth to provide an options paper to RSAC to be considered at its 19 May 2020 meeting.

Actions

- State Growth to provide an options paper for road safety KPIs to RSAC to be considered at its 19 May 2020 meeting.
-

12. COMPARATIVE ANALYSIS OF VICTORIA AND TASMANIA'S ROAD SAFETY PERFORMANCE

Agenda items three, four, 11 and 12 were discussed in a broader discussion under the capacity review. RSAC noted the comparative analysis of Victoria and Tasmania's road safety performance. Points of difference include Victoria's significant targeted safe system infrastructure spend of \$1.5 billion, especially in rural settings, 18 as the licensing age, a motorcycle blackspot program funded by the motorcycle safety levy, an enhanced GLS which has been in place for 10 years and stricter alcohol interlock requirements. Members also discussed the differences between Victoria and Tasmania's enforcement as a general deterrence, especially in relation to an automated speed enforcement program. RSAC discussed producing a comparative analysis between Victoria and Tasmania's automated speed enforcement capabilities for discussion with the Minister, when appropriate. RSAC agreed that increased automated speed enforcement is a priority measure to reduce serious casualties in Tasmania and that the expanded project should be accelerated. The Chair will relay this to the Minister in the post-RSAC briefing.

Actions

- State Growth to produce a comparative analysis between Victoria and Tasmania's automated speed enforcement capabilities for discussion with the Minister, when appropriate.
 - Chair to discuss increased speed enforcement with the Minister, noting it is a priority measure to reduce serious casualties and indicate that RSAC has requested the project be accelerated.
-

13. VULNERABLE ROAD USER PROGRAM REVIEW

RSAC noted that a review of the Vulnerable Road User Program is underway. Regional workshops will be conducted with local councils to consider changes to VRUP and discuss safe system design options. This will provide councils with the opportunity to increase knowledge of integrating safe system solutions into infrastructure treatments and to improve the level of proposed projects under the program. Options will be presented to RSAC later in the year.

Actions

- State Growth to provide options for changes to the Vulnerable Road User Program to RSAC later in 2020.
-

14. MOTORCYCLE AUDIT OF HOLLOW TREE ROAD

RSAC noted the Hollow Tree Road Motorcycle Road Safety Audit and stakeholder workshop. State Growth is partnering with the Central Highlands Council and Safe System Solutions to identify low-cost infrastructure treatments and inform the approach to road safety messaging to reduce serious casualties on this popular touring route.

Actions

- State Growth to provide RSAC with a funding model for motorcycle safety improvements as a program.
-

15. AUSTRALASIAN COLLEGE OF ROAD SAFETY (ACRS) – TASMANIA'S PARTICIPATION

RSAC noted that Tasmania has been invited to participate in the Victorian chapter of the ACRS's local events, seminars and workshops. Tasmania will also fund an award at the 2020 Australasian Road Safety Conference, for the paper that presents the best opportunity to improve road safety in Tasmania.

Actions

- State Growth to fund an award for the paper that presents the best opportunity to improve road safety in Tasmania at the 2020 Australasian Road Safety Conference.
-

16. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 DECEMBER 2019

RSAC noted the Quarterly Progress Report to 31 December 2019, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

Actions

- State Growth to remove unallocated funding from the progress report funding overview under the new reporting format.
-

17. CHAIR'S REPORT

RSAC noted the Chair's report.

18. ROAD SAFETY EVENT CALENDAR

19. RSAC noted the road safety event calendar as at 10 March 2020.

20. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

21. PROGRESS REPORT: EDUCATION AND ENFORCEMENT SUB COMMITTEE (EESC)

RSAC noted the Education and Enforcement Sub Committee's progress report.

22. OTHER BUSINESS

RSAC had a general discussion about progressing the Towards Zero Action Plan and priorities for improving road safety outcomes in Tasmania. Tasmania Police is focusing on the fatal five and reducing the amount of cautions issued. Tasmania Police indicated that competing priorities mean that resourcing is currently an issue, as it is for State Growth. The Chair will discuss resourcing with the Minister at the post meeting briefing.

Actions

- Chair to discuss resourcing with the Minister at the post meeting briefing.

Tasmania Police noted that there will be increased targeted drug driving tests going forward as drink driving detections are decreasing and drug driving is increasing.

The Tasmanian Transport Association noted that work was being undertaken to prioritising the need for rest areas for truck drivers.
