
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)
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)
Ms Debbie Williams, A/Assistant Commissioner, Tasmania Police

Apologies:

Dr Katrena Stephenson, 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
Mr Andrew McShane, Sergeant, Tasmania Police

1. WELCOME

Garry Bailey welcomed members and observers to the 42nd meeting of the Road Safety Advisory Council (RSAC).

The Chair congratulated Craig Hoey, Manager Road Safety, on being awarded a Churchill Fellowship to investigate best practice in road safety in leading international jurisdictions including the Netherlands, Denmark, Sweden and Norway. Subject to COVID-19 restrictions, Craig will undertake the study tour in 2021 and present his findings to RSAC.

2. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC members endorsed the minutes and noted the actions from the 18 August 2020 RSAC meeting.

Members noted the presentation outlining year-to-date crash analysis for Tasmania and nationally.

Actions

- State Growth to circulate the presentation with the meeting minutes.
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3. FEDERAL ROAD SAFETY PROGRAM FUNDING

RSAC noted that the Australian Government launched the \$2 billion Federal Road Safety Program as part of the 2020/2021 Federal Budget. The Program has a focus on 'mass action' road safety infrastructure treatments addressing single vehicle loss of control in regional areas and protecting vulnerable road users in urban areas. Integrated speed management treatments in regional areas are eligible for funding.

Funding is on the basis of 80:20 on rural roads and 50:50 in urban areas. It is a 'use it or lose it' funding model, where by unspent state/territory allocations will be returned to a central 'pool'. An allocation of \$44 million has been made for Tasmania.

There is a strong focus on stimulating immediate construction activity commencing 1 January 2021 through to 30 June 2022 delivered in three tranches of six months. Projects are to be in the range of \$0.5 million and \$5.0 million, which require minimal planning and approval processes.

Currently Tasmania has a record road infrastructure construction program and the capacity of industry to deliver an expanded program may prove problematic.

To secure the full \$44 million Tasmanian allocation under the Program, the State Government is required to provide a co-contribution of \$11 million up to an estimated \$15 million. The exact co-contribution will be dependent upon the level of identified urban projects.

State Roads has identified 22 safety projects comprising shoulder sealing and intersection treatments. These projects are expected to be eligible under the Program and would be ordinarily proposed for funding under the Action Plan.

The Road Safety Branch is currently working with Local Government to identify projects on council owned rural roads and within urban areas. Projects will be identified through the existing Vulnerable Road User Program (VRUP) and the newly opened Safer Rural Roads Program. It is expected that a number of local government projects will be eligible for funding.

RSAC discussed the funding program. The TMC discussed motorcycle safety improvements on Hollow Tree Road and Lake Leake Road, and the possibility of using Commonwealth funding for these projects. The TBC also raised Channel Highway shoulder sealing and widening as a potential project. RACT discussed using Levy savings to promote behavioural change. Tasmania police discussed whether the funding could be used to replace the current fixed speed cameras on the Tasmanian road network.

RSAC discussed the funding, endorsed up to \$15 million being made available from the Levy and requested progress reports on any projects partially funded by the Levy.

Actions

- State Growth to prepare a Minute to the Minister for approval of up to \$15 million from the Road Safety Levy being used as a co-contribution to secure the available \$44 million of Australian Government Road Safety Program funding for road safety projects.
 - State Growth to consider possible projects for inclusion in the proposal for funding under the funding program.
 - State Growth to report back to RSAC on Levy funded projects and their expected safety return.
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4. AUTOMATED SPEED ENFORCEMENT

State Growth provided two presentations in regard to the Automated Speed Enforcement project. The Centre for Automotive Safety Research (CASR) was contracted by the Steering Committee to undertake research and modelling regarding the potential road safety benefits of expanding automated speed enforcement levels in Tasmania. The review investigated Tasmania's crash history, a review of best practice principles, technology types and a high level analysis of deployment approaches.

RSAC noted that CASR modelling identified that an 'achievable' expansion of Tasmania's current level of automated speed enforcement could lead to a 10 per cent reduction in Tasmania's serious casualties. Further internal modelling indicates an additional 4 per cent (14 per cent total) reduction may be possible based on the CASR 'achievable' approach together with changes to current speed enforcement practices. Based on the ten year average of 305 serious casualties per year, this equates to 43 fewer serious casualties (seven fatalities and 36 serious injuries) per year. This would result in savings to the Tasmanian community of \$66.4 million per annum.

Emerging technology able to enforce speed, mobile phone, seatbelt, and registration offences, mobile point to point, and 'speed in motion' was identified by CASR. CASR noted the road safety savings of a number of these technologies have yet to be evaluated. The Steering Committee has proposed that a trial of a number of these technologies be undertaken to better understand operational requirements, device accuracy, and gain insight into detection levels, which was the subject of the second presentation.

A number of activities have been identified to be undertaken concurrently with the trial, including seeking a detailed automated enforcement strategy, including baseline data collection in relation to network operating speeds, and community perceptions regarding speeding and the likelihood of being detected speeding.

The cost of implementing and maintaining the expanded program, including maintenance, infringement processing, and community education was also discussed.

RSAC discussed the proposed way forward in detail, noting the clear evidence regarding deterrence value of automated speed enforcement and agreed a preference to accelerate the implementation of speed detection devices, if practicable. RSAC recommended that the Steering Committee consider two streams of work to be undertaken concurrently, including a

trial of multi-function technology and the earlier application of existing mobile speed detection technology.

RSAC noted the funding required to support an expanded program and supported that fines generated from automated enforcement should fund the program. RSAC also supported additional funds, net of program costs, be made available for increasing the road safety effort in Tasmania. This approach is best practice and as in place in most other Australian jurisdictions.

RSAC endorsed State Growth progressing with the multi-function device trial. RSAC further endorsed \$550 000 funding from the Road Safety Levy to progress the project (previously set aside for investigating emerging enforcement technology), noting that further funds may be sought once trial costs become clearer. The Steering Committee is to consider the funding source for the program, including possible access to Commonwealth funding.

Actions

- The Automated Speed Enforcement Steering Committee to consider two streams of work to be undertaken concurrently, including a trial of multi-function technology and earlier use of mobile speed detection devices.
 - The Automated Speed Enforcement Steering Committee to consider the funding source for the program, including possible access to Commonwealth funding.
 - State Growth to progress with a multi-function automated enforcement device trial.
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5. SAFER RURAL ROADS PROGRAM

RSAC noted the presentation about the Safer Rural Roads Program (SRRP). Local government roads comprise approximately 80 per cent of the Tasmanian public road network (14 500 of 18 300km). Of this 14 500km, approximately 10 700km (78%) are in rural areas (i.e. outside of recognised city and town boundaries). 60 per cent of fatalities in Tasmania occur in rural areas, including many on Local Government roads.

The SRRP 2020-21 funding round opened on 8 October 2020. Local Government was initially invited to make submissions for funding of up to \$250 000 for low-cost, corridor-based, infrastructure treatments to improve road safety on rural, non-State-Government-owned roads. A total of \$2 million was allocated to the 2020-21 funding round, and applications for grants close on 20 November 2020. This program will now be supported with funding under the Australian Government's \$2 billion Road Safety Program, to be spent over 18 months commencing January 2021. There has been strong interest from Local Government about the program.

6. ROAD SAFETY PENALTIES REVIEW

RSAC members noted the Road Safety Penalties review presentation. The Review compared fatal five penalties across jurisdictions using a jurisdictional average (excluding Tasmania) and the seasonally adjusted average weekly wage. The Review found that Tasmania is largely in line with other states, except for speed penalties, which are somewhat lower than other states. RSAC discussed the social capacity to pay fines and the impact of the Monetary Penalties Enforcement Scheme (MPES) on unlicensed driving. RSAC agreed

that due to the economic impacts of COVID-19, the parity of Tasmania's penalties with other states and the deterrence effect of the proposed expanded automated speed enforcement program, it is not necessary to consider penalty values at this time. A penalty review will be revisited towards the end of the current Action Plan.

Actions

- A road safety penalty review will be revisited towards the end of the current Action Plan.
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7. 2021 RSAC MEETING DATES

RSAC endorsed the meeting dates for 2021.

- 9 March 2021
 - 18 May 2021
 - 17 August 2021
 - 16 November 2021
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8. LIGHT VEHICLE SAFETY STRATEGY

RSAC members noted State Growth has commenced work on a Light Vehicle Safety Strategy. Light vehicles comprise 65 per cent of registered vehicles in Tasmania. 79 per cent of all crashes on Tasmanian roads (from 2015 – 2019) involved a light vehicle, with 2 per cent resulting in a serious casualty (226 per year). 72 per cent of these serious casualties occurred in a light vehicle 10 years of age or older, with fewer safety features.

Consultation will be undertaken with key stakeholders such as RACT and the Tasmanian Automobile Chamber of Commerce. The Strategy will focus on improving crashworthiness and roadworthiness in the Tasmanian light vehicle fleet. This will be achieved through a combination of education and compliance activities.

A 2020 summer roadworthiness campaign will be conducted focus on the roadworthiness of towable vehicles and secure loads. The campaign will cost around \$50 000 and will be funded from the Small Projects Discretionary Fund under the Levy, or from MAIB campaign funding.

RSAC noted that the Light Vehicle Safety Strategy will have KPIs, so that roadworthiness activities undertaken by Tasmania Police and the Transport Safety and Inspection Unit can be measured.

Actions

- State Growth to develop KPIs for the Light Vehicle Safety Strategy.
 - State Growth to fund the summer roadworthiness campaign from the Small Projects Discretionary Fund under the Levy, or from MAIB campaign funding.
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9. SAFE SYSTEM GUIDING PRINCIPLES FOR LOCAL GOVERNMENT

RSAC noted that LGAT has developed Safe System Guiding Principles for Local Government to assist councils in working towards a safe system, go above standards and towards best practice in road safety and to incorporate evaluation and to achieve value for money. LGAT will seek feedback from State Growth, RSAC, councils, consider any changes relating to the Australia Government Road Safety Strategy and finalise the document to launch in conjunction with the new 10-year Strategy to be launched in the New Year.

Actions

- LGAT will seek feedback in relation to the Safe System Guiding Principles for Local Government from State Growth, RSAC, councils, consider any changes relating to the Australia Government Road Safety Strategy and finalise the document to launch in conjunction with the new 10-year Strategy to be launched in the New Year.
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10. ENFORCEMENT CAMPAIGN EVALUATION REPORT

RSAC endorsed the proposed template for the RSAC Annual Report. The report will report on progress against the Strategy and Action Plan for each calendar year and will be presented to RSAC at its March meeting each year.

11. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 SEPTEMBER 2020

RSAC noted the Quarterly Progress Report to 30 September 2020, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

12. CHAIR'S REPORT

RSAC noted the Chair's report detailing Ministerial approvals, media activity, meetings and events for the last quarter.

13. CORRESPONDENCE BY EXCEPTION

RSAC noted correspondence for the last quarter.

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

RSAC noted the Education and Enforcement Sub Committee's progress report. RSAC noted current and upcoming events including Road Safety Week, the new Real Mates campaign, Operation Crossroads, a new phase of the anti-mobile phone campaign and the new pedestrian safety campaign to be launched in early 2021.

15. HEAVE VEHICLE REST AREAS

RSAC endorsed a funding allocation of \$1 million from the Road Safety Levy, being a 20 per cent contribution towards a Federal Government \$5 million grant for the provision of heavy vehicle rest area facilities on key freight routes. The TTA has produced a report on the need for rest areas in Tasmania which will be released on 20 November 2020, along with the

Tasmanian Government's Heavy Vehicle Driver Rest Area Strategy – which will be launched by Minister Ferguson at an industry event on 20 November 2020.

RSAC noted that current facilities available for heavy vehicle drivers to take breaks, rest, and undertake vehicle and load checks, fall short of the Austroads Guidelines.

A 'Safe System' approach to the Midland Highway safety upgrades and other major highway projects include the extensive installation of median and roadside barrier. Median and roadside barrier is now a standard design feature for high volume major highways. The heavy vehicle industry strongly supports the installation of such safety measures, however, as a class of road user, heavy vehicles are impacted by reduced safe pullover opportunities where roadside barrier is located due to limited road shoulder.

Providing rest area facilities is critical to support the safe operation of heavy vehicles.

Actions

- \$1 million to be allocated from the Road Safety Levy, being a 20 per cent contribution towards a Federal Government \$5 million grant for the provision of heavy vehicle rest area facilities on key freight routes.
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16. OTHER BUSINESS

Tasmania Police Traffic Outputs

RSAC noted the Tasmania Police traffic outputs report to September 2020. Tasmania Police provided advice to RSAC regarding the overt and covert operational activities that members of Tasmania Police undertakes with regard to road safety. This report is to be provided to RSAC on a quarterly basis.

Addendum

Following the meeting, Tasmania Police provided additional advice that complementary activities occur within the social media sphere. This includes Road Safety week where there is a planned communications strategy to directly inform and engage with the more than 209 000 persons who 'like' the Tasmania Police Facebook page. The current cover page for Tasmania Police is a road safety message. Additionally, the Tasmania Police Instagram account has 36 500 followers and again provides another platform for community engagement.

Actions

- The Tasmania Police quarterly traffic outputs report to be provided to RSAC on a quarterly basis.

Manager Marketing

Paul Kingston, noted that Neil Spark, Manager Marketing, is leaving his role from 25 November 2020, after a decade of managing the Education and Enforcement Sub Committee, the RSAC marketing area, media, and developing public education campaigns and events.

Paul thanked Neil, on behalf of RSAC and the MAIB, for his long-standing commitment and service to the road safety effort in Tasmania.

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