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THE LEGISLATIVE COUNCIL SELECT COMMITTEE INQUIRY INTO ROAD SAFETY IN TASMANIA MET IN COMMITTEE ROOM 2 ON WEDNESDAY, 2 FEBRUARY 2022.

ROAD SAFETY IN TASMANIA

Mr ALBERT OGILVIE WAS CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR (Ms Armitage) - Thank you. As you are probably aware, all evidence taken today is protected by parliamentary privilege. Anything you say outside this hearing is not so protected. The evidence is also being recorded by *Hansard* and will be published on the committee website when it becomes available. You've read the information for witnesses?

Mr OGILVIE - Yes.

CHAIR - That's fine. I will introduce to you the members of our committee. We have Jo Palmer, the member for Rosevears; myself, Rosemary Armitage, member for Launceston; Tania Rattray, member for McIntyre; and Josh Willie, member for Elwick. Helping us is our committee secretary, Tim. We have our other assistant, Ali, and Lynne on *Hansard*. If you'd like to make a short overview, members can then ask you questions about your submission. Thank you.

Mr OGILVIE - I've put everything that I thought was useful in writing; I guess you've seen supplementary additions to my original submission from July. I could do a brief summary of what I've already said, but I wouldn't be adding anything new.

CHAIR - That's perfectly fine. We'll go straight to questions.

Mr OGILVIE - Good, that's what I wanted to clarify. I've prepared a little summary statement in case you wanted it for the record.

CHAIR - No, that's perfectly fine. Members do have it. Questions, members - Josh?

Mr WILLIE - Obviously, you have extensive experience in the courts -

Mr OGILVIE - Yes, Josh. Sorry, may I call you that?

Mr WILLIE - Yes, that's fine. Road crashes unfortunately occur, and you do make some comment about motorcycles and motorcycle safety. If you can talk a bit about some of your ideas on barriers, speed humps, speed limit signage - those types of things that would improve motorcycle safety, given that they are a high proportion of the crash statistics, relative to the number of vehicles on the road?

Mr OGILVIE - My basic comment, related to motorcycles, was on the anecdotal comments I'd heard that motorcyclists felt the post and wire barriers were very dangerous for them. I think they're colloquially referred to as 'cheese cutters', for fear of the motorcyclists hitting that barrier and being injured, more than they would be with solid barriers. That was my primary reference to motorcyclists.

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I've since, in general reading - and I defer to your expertise, with all the input you would have had from many people - and I may not be correct on this, but I believe motorcyclists represent about a third of fatalities, or a third of crashes. In other words, motorcyclists are a special case. But I haven't made any particular study of that beyond the fact that I did discuss this with the gentleman who ran the defensive driving course that I'd done. He referred me to the website that I've now put in there, that the wire rope barriers are not necessarily a bad thing. In fact, they absorb more energy and cause less damage. So I don't think I'm being terribly helpful beyond drawing attention to the question of the wire rope barriers.

Mr WILLIE - Have you had many cases involving the wire rope barriers and motorcyclists?

Mr OGILVIE - Not one. I retired in 2001, and I suspect they started to come in after that. I did quite a few motorcycle accident cases, which were very sad, but they involved people running off the road, or hitting cars, or hitting poles - not barriers. So, I'd like to help further but I don't think I can take it any further than that.

Mr WILLIE - I'm just interested in your thoughts because that's one of the areas that we're not seeing a lot of improvement in - serious motorcycle crashes.

Mr OGILVIE - Obviously, you'll investigate closely the question of barriers, and solid or wire ropes. I rode motorcycles myself for seven or eight years through my uni years and managed to survive.

CHAIR - You were very lucky.

Ms RATTRAY - Unscathed, Mr Ogilvie.

CHAIR - Tania, you had a question?

Ms RATTRAY - Thank you. I'm interested in your suggestion about a special traffic court. Obviously, there's a significant backlog of cases that come to the courts. I'm wondering how you see that working, and what backlash from the community there might be - that a traffic offence gets a priority over something that the community might feel is even more important and that takes a long time to come to court.

I also acknowledge that getting some of those 'lesser' matters through the court system would be useful as well. Do you see any backlash from the community around that?

Mr OGILVIE - I think it's a valid point. You could say why should we discriminate in favour of road traffic cases but to my mind the tragedy of deaths and injuries on the roads is so great that it warrants special attention. We do have a special children's court. I'm not sure if we have any other special courts.

Ms RATTRAY - I try not to go there too often if I can help it.

Mr OGILVIE - We've got the coroners courts, but my thought - and this is a general comment, as again I'm sure you're far more across all this than I am - is that the Tasmanian and Australian performance on road crashes is not overly impressive. On the world scene we're middling, we're not near the top of the list, and even a country like the United Kingdom is

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ahead of us in results. So, to my mind it needs special attention. The deaths on the roads are terrible: 30-plus a year, 2000-odd in Australia per annum. I would have thought the benefit would outweigh any public reaction.

In fact, I personally wouldn't think people would object to that. They wouldn't see it as causing them a disadvantage. It might depend on the manpower. It would depend on whether sufficient magisterial manpower is provided - of man or woman - but to my mind the benefit of getting offenders in and dealt with promptly would be very likely to produce better results and, with a specialist magistrate, his or her oversight and sentencing skills would improve. That's my belief.

Ms RATTRAY - Very valid. I'll just take you to the comment you've made, that after years of effective road safety measures, it appears that the number of journeys involving road traffic crashes in Tasmania is a very small percentage of the number of crash-free journeys. Could you talk us through that a little more?

Mr OGILVIE - I didn't take out statistics, but we all get in our cars and drive every day without a problem. It is a very small percentage that have accidents. That is really what I was driving at there.

Hundreds of thousands of kilometres are driven without a hitch by the majority of people every single day.

CHAIR - On autopilot really, aren't they? A lot of people are just going to work almost on auto pilot.

Mr OGILVIE - Absolutely. Which is one of the things I'm opposing with my other suggestion.

CHAIR - Yes. I noted that.

Mr OGILVIE - I wouldn't be surprised if it is 2 or 3 per cent of all journeys. How many crashes a day out of how many journeys? It would be minute.

That is what we are trying to sort out.

Ms RATTRAY - I was interested in your speed hump suggestion as well, around intersections. I drove to a friend's home last night, as I was here pretty much solo, and I was invited for dinner. When I went to their home in Sandy Bay, just going up a normal street...

CHAIR - Lipscome Avenue. You would be familiar with it.

Ms RATTRAY - There are speed humps every 15 or 20 metres. I wasn't going quickly because I don't know the area, but I thought that was very useful because you do slow down at speed humps. Otherwise your car tends to guts it a bit, even if it is not something high.

I thought you have put forward a really useful suggestion.

Mr OGILVIE - I had occasion to visit Queenborough Rise every day for quite a long period. There are two speed humps in Nelson Road just outside Hutchins School.

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I became very familiar with how carefully you drove through it.

Ms RATTRAY - Your speed reduces quite considerably.

Mr OGILVIE - Otherwise it is a terrible bang. Of course, my point is it seems a little draconian but it's an uncontrolled intersection. To do that at every intersection, it would be incremental and it seems a bit of overdoing it, but it would absolutely bring everyone down to a safe speed.

The amount of the hump could be regulated. They can be large or lesser.

Mr WILLIE - They use plateaus in some mainland jurisdictions around intersections. You go up onto a plateau and that has some impact on the speed.

Ms RATTRAY - Using that last night and thinking about your submission I thought, this really does work.

CHAIR - There are a lot of speed humps in Lipscome Avenue. Not just one or two.

Ms RATTRAY - It is probably not practical to do it in every area, but certainly high traffic volume areas, and those intersections.

Mr OGILVIE - You would look at black spots.

CHAIR - It stops that rat run, doesn't it?

Ms RATTRAY - Thank you.

Ms PALMER - I was interested in the comments you made that there are bad drivers who do not heed the road safety message. You went on to talk about, in your opinion, you feel we have reached a stalemate in the huge amount of marketing and money that is spent trying to emotionally engage people to be responsible on our roads.

You would have dealt with such an array of different characters in your office.

Mr OGILVIE - Certainly. That is good.

Ms PALMER - I am just wondering, because that does tend to be something that is asked a lot. 'We need more on TV; we need more advertising; we need more examples that emotionally tug at people'.

Do you feel we have reached a point where that is not working? Is that what you are saying.

Mr OGILVIE - It is sort of what I am saying, if I may call you Jo. I am happy to be Albert.

Did anyone happen to see today's paper report on the lady? How do you stop that? All the rules in the world. Someone caught up in drugs. She is not reading the road traffic rules,

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and she is not thinking about speed humps, or anything. I am full of sympathy for the whole situation. That is what, and I think the quote I have put in there from the Road Safety Strategy people: 'Human beings are imperfect'.

You will get the impulsive, recalcitrant person. I'm not saying we should stop doing what we are doing, but some will slip through the net. That's my belief.

Ms PALMER - What do we do for those people?

Mr OGILVIE - We've got to try to make the roads error-proof or crash tolerant. How could you stop it? How can you stop someone who is addicted to drugs and gets in a car and drives? I've got no idea how anyone could ever stop that.

CHAIR - No, you've got to get back to the cause of the drugs, don't you, because you're not going to stop the driving.

Mr OGILVIE - Or just a foolish young or old person. I actually looked up the word 'recalcitrant' last night just for fun - stubborn resistance to authority. I'm saying there are two categories. There are the recalcitrant people who are misbehaving and there's just the person who blinks at the wrong time or gets distracted and has an accident through human frailty. I don't see how you'll ever eliminate them. Everything we've done to date is excellent. Keep doing it and improve it but add on. It's the whole drift from the Scandinavian countries and ours too who are trying to prevent injuries occurring once that happens.

Forty years ago I read a book by Ralph Nader called *Unsafe at Any Speed*. I don't know if anyone's ever heard of it?

CHAIR - No.

Mr OGILVIE - You've heard of Ralph Nader? No. He was a great activist in the US.

Mr WILLIE - He was a presidential candidate at one stage, wasn't he?

Ms RATTRAY - Well done, Josh. Go to the top of the class.

Mr WILLIE - I studied political science.

Mr OGILVIE - That was a bit of an odd foray on his part. He was very good on this road safety business. He wrote about a certain car - I've forgotten the name of it now but it was a make of car that was causing untold numbers of crashes in the US. He campaigned about it then. He said that if a crash occurs with a car hitting something, it's the second collision that causes the injury. That is to say, when the body hits some part of the car. The first crash is the car hitting a pole. The second crash is the head hitting a windscreen. He got onto the concept of packaging the human being within the car so that even if the car had a crash the human being has airbags and seat belts and racing cars have helmets and so on. That's the same concept. That's good and that's to be encouraged. That's in my submission as well.

I am trying to answer your questions. Keep the punitive rules, improve the in-car safety, which is happening, and work on making roads error-tolerant.

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Ms PALMER - Slightly off that topic but in your many years with the law, does punishment work? There's that extreme example you spoke about, the woman in Launceston who is being dealt with at the moment. It's been splashed across our papers but it's not an isolated thing.

Mr OGILVIE - No.

Ms PALMER - Are we severe enough? Are we too harsh? Are we going about it the wrong way?

Mr OGILVIE - I certainly had many repeat offenders as clients. Many. I don't know whether harsh penalties work but they'll even drive while suspended.

Ms PALMER - Yes.

Mr WILLIE - Do the courts use diversionary programs where they send them off to a defensive driving course? They don't use those sorts of things?

Mr OGILVIE - No. Never heard of that in my life.

Mr WILLIE - Is there a role for the courts if there's recidivism that's evident?

Mr OGILVIE - A specialist traffic court might well go into that line. That's a novel suggestion. Yes, wouldn't that be good. They talk about rehabilitation for drug offenders. Send bad drivers to a defensive driving course.

Mr WILLIE - Or restorative justice, where they go and see the impact of their behaviour and maybe talk to frontline workers who pick up the pieces.

Mr OGILVIE - As a general comment, I'm very impressed that you're doing this committee. This is really important to fix and improve.

Ms RATTRAY - Well, anything that we can do to add to the safety of motorists and those who use our roads.

Mr OGILVIE - I don't think I have come up with anything novel. It's all there, all the Scandinavian stuff and the Monash University stuff. I guess you've crossed all of that. I think we could push it a bit further in Tasmania. That is my concept.

Ms RATTRAY - I think we're going to have trouble doing the side rumble strips on all roads, given that some of my roads are not even of standard width, Mr Ogilvie. I'm working on that.

Mr OGILVIE - You do see occasional roads with a strip of paint along the side of them. Once again, it will be purely incremental. Every little bit helps.

CHAIR - They actually can put the rumble strips as it's redone.

Mr OGILVIE - Yes, here and there where appropriate.

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CHAIR - Just a question with regard to the speed limit signage. I agree with you totally because I have a modern car, but sometimes it gets the speed wrong. The little message on the front tells you that the speed limit is a certain thing, and you know it's not that speed because the speed sign says 110 kilometres per hour, but the car still says it's 80 kilometres per hour. Often you question what the speed is. I have heard that in some areas, other states and overseas, the speed limit is painted every now and then on the road. Do you think that would be of assistance? What are your thoughts?

Mr OGILVIE - I do but I talked to my defensive driving instructor about that a considerable time ago and he said the drawback is that it is expensive and it wears out. It would help.

CHAIR - Right. It is a difficulty knowing the speed, particularly when you are going between highway and some towns and other areas, and road works.

Mr OGILVIE - I try to be strict on speed limits for all the reasons in the world. Driving down to Kettering, I would be sometimes wondering is it 80 or 60, or what it is?

CHAIR - If you missed the sign and you are waiting for the next one.

Mr OGILVIE - I do not have the car with that feature. If you knew there was going to be one every kilometre or every five kilometres, or somewhere, you would know. Sometimes you can drive for a long distance wondering. So I am sitting at 80 kilometres per hour, there are cars behind me.

CHAIR - Getting very annoyed

Mr OGILVIE - It is 100 kilometres per hour, I had not realised. I missed it. So, more signs more often, within budgetary constraints.

CHAIR - Yes.

Ms RATTRAY - Thank you very much for your suggestions. We get a lot of submissions with a lot of concerns, but not always suggestions about how we might resolve that. Regarding breath-testing machines, some establishments have them, but I thought it was a really useful suggestion that we could look at to make it mandatory for all venues that serve alcohol to have breath-testing machines.

Mr OGILVIE - I came up with that idea and then my defensive driving instructor said that a number of establishments have them. I have never seen one in Tasmania. I do not know if anyone else has?

Ms PALMER - Yes, there are a few. Not a lot.

CHAIR - They function sometimes, I know at Festivale and other areas. They are not overly accurate. I think they have to be calibrated quite regularly to make sure they are okay. That could be a problem if they have not been calibrated and someone gets tested, then there can be a dispute between the business and the police, which could be quite difficult.

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Mr OGILVIE - The Monash reference I gave said the coin-operated machines, which is different from what I said, had had a beneficial effect. That was encouraging. I had a personal breathalyser. I still have it. I don't ever use it now because I religiously take taxis when I am having a drink.

CHAIR - I think my children had one of those at one stage.

Mr OGILVIE - I often found when I checked it I was higher than what I thought I was. Very salutary to have that test.

Ms RATTRAY - I thought that was very useful. Obviously there would be a cost to venue owners, so possibly there would be some pushback. With any safety measure there always has to be a cost. It is up to the community to wear that cost.

Mr OGILVIE - My point is everyone's guessing. They've had few drinks and feel they're right.

Ms RATTRAY - A lot of that depends on your weight and whether you've eaten. There are a lot of factors.

Mr OGILVIE - I often go out with friends and I have come by taxi and they are driving and I say, 'Actually, you are taking a risk!' - but we don't know. I say, 'Are you all right to drive?' 'Oh yeah, I'm pretty right'. It is just straight guesswork.

This would give you an option of finding out before you have hit the road. I have often said, when you have an accident with drink driving about five bad things happens. You can lose your licence; you can damage your car; you can invalidate your insurance policy; you can injure someone else and I do not know if there is a fifth thing.

Mr WILLIE - You can lose your job.

CHAIR - You can lose your life.

Mr OGILVIE - Well, injure somebody. It is a horrendous set of risks to drive when you have been drinking - financial, physical, personal.

CHAIR - Thank you very much for your submission, but also for the extra that you have provided because you have actually given us the answers as well. It was useful to not only have the original submission but then to have the additional information. Would you like to make some comments while we have a few minutes left?

Mr OGILVIE - I had the privilege of doing a year of scholarship study in America and I did my Masters over there. I discovered a thing called the Brandeis Brief which was from one of the judges of the State Supreme Court. He had developed this concept, that he put everything in writing beforehand. The briefs used to get in and orate, attorneys would get up and speak. That is now done everywhere. The High Court won't look at anything here unless the submission is in writing. You get into the High Court and it is 'what is your best point?'. They are not interested in a lot of talk. That long history is what drove this. It is the same all through the Supreme Court. It is the same in every court in Australia now; everything is done in writing beforehand. That's what drove that and it seems to have worked.

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Two little additions. On the idea of the defensive driving, and this is just a possibility - the whole idea, as I said in my submission, is that we have worked on people caught and punished. It is very easy to drive on autopilot; it is easy for me to slip back into it. Most people haven't been anywhere near a defensive driving course. I wonder if the road safety campaign could include once a week in the paper, 'Tassie's driving tips', such as 'Remember to stay three seconds behind the car ahead of you'. There are 20 or 30 little tips and people think, 'Oh! that's not a bad idea'. It is a small thing.

CHAIR - A reminder.

Mr OGILVIE - No-one has heard of a lot of these. When you stop at the set of traffic lights, stop sufficiently far back you can see the wheels of the car ahead of you; it just gives you bang room. All sorts of little practical tips.

CHAIR - It is a long time since we did our driver licences. Do you think that every so many years there should be a little refresher with your driver licence? Or do you think there should be a reduction in the cost, or some benefit from the Road Safety Advisory Council or others if people do? Some sort of discount?

Mr OGILVIE - I would want to see some research on that. It would be easy to say yes.

CHAIR - To try to encourage people to do them. Cost might be a factor for a lot of people, in doing a defensive driving course.

Mr OGILVIE - That would be wonderful if you could do that.

CHAIR - I am sure a lot of money goes into the Road Safety Advisory Council. Perhaps with some of those areas that we put a lot of money into, there could be other ways of reducing the road toll.

Mr OGILVIE - That covers all that you have asked me about and I have dealt with, but you haven't raised the magic question of scooters. I had a look at your terms of reference obviously and you are talking about road safety. I have had a look at the rules and they certainly authorise their use on roads. You might have an angle in there and you might not want to touch it, I understand that. I'm not going to have a shoot from the hip comment about it beyond saying - and I'll give you this -

CHAIR - If you'd like to table it, yes, that's fine.

Mr OGILVIE - The Victoria Walks website - four or five pages - a very good analysis of the issues of pedestrians and footpaths. You get that into the question - that's all in our regulations - about foot-powered scooters, bicycles, skateboards, mobility devices and all the interplay between that.

CHAIR - Wheeled vehicles, basically.

Mr OGILVIE - Yes. That would be a thing you'd need to look into. I'm not going to offer any comment about the scooters either way in this contentious period, but I'll table that,

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which gives you the website. There'd be a lot more to look into. That's just one set of opinions, but it dealt with it very interestingly and they came to a fairly interesting conclusion.

I believe I'm meant to formally table my submissions?

Ms RATTRAY - No, that's already been taken care of.

CHAIR - What about the additional -

Mr OGILVIE - The annotated version?

CHAIR - Yes, the additional one. That's great. Thank you very much.

Thank you very much for coming along.

Mr OGILVIE - It's lovely to see you doing this. It's very impressive. It's dear to my heart.

As you heard from my submission, I was hands-on in people's homes - quadriplegics, paraplegics, the families dealing with them, on both sides of the case. Sometimes the insurer. They were always sympathetic.

One little thing I will add just for interest - the Motor Accidents Insurance Board was always very impartial and good dealing with injured people. They took a move during my period of practice to take out all the severely injured people from the fault tort law contested case and take care of them under scheduled benefits. They asked me to draft all the legislation for them for that, which I did. It's now section 27A in the Motor Accidents Act. Taking care of those badly injured people meant I then saw a lot of them as well. It's just terrible. Some of them in their wheelchairs are up and about and in the paper. Some of them, as quadriplegics, ended up somehow coming to terms with it, somehow ended up okay in their heads.

One, I used to visit him in his home out in the Moonah direction. The dog was on the bed, the girlfriend was visiting and he could only move his head.

CHAIR - It's very sad.

We really appreciate your time this morning so thank you very much and they will table the documents.

Mr OGILVIE - I am impressed with everybody. Thank you for inviting me. Good luck and good deliberations. Thank you all.

THE WITNESS WITHDREW.

MR SIMON LINCOLN WAS CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR - Take a seat.

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Mr LINCOLN - Can I take my mask off?

CHAIR - Yes, we've decided that for *Hansard* to be able to hear us clearly and also, we are all very well-spaced here. If you would like a glass of water, please feel free to grab that.

We are taking sworn evidence and we will ask you to make the statutory declaration on the sheet in front of you. All the evidence here at the hearing is protected by parliamentary privilege; however, anything you should say outside the hearing is not. You've read the information for witnesses?

Mr LINCOLN - Yes.

CHAIR - That's fine. The evidence you're giving is also recorded on *Hansard* and it will be available on the committee website once it becomes available.

If you would like to make a short submission and then we'll ask some questions. Before we do that I'll introduce you to the committee. We have Jo Palmer, member for Rosevears; Rosemary Armitage, member for Launceston; Tania Rattray, member for McIntyre; Josh Willie, member for Elwick. Our committee secretary is Tim; and we have Ali up here helping us as well and we have Lynne on *Hansard*.

We do have your submission. If you would like to give a short overview, then people can ask you some questions - normal procedure.

Mr LINCOLN - I will try to make it brief. I thank the committee for the invitation to be here today. My role is a school crossing patrol officer, or crossing guard. I have been employed with the Department of State Growth for eight years. I appear here as an individual, my submission is as an individual, and in no way do I represent the department in any way, so my views are my views.

When I was reading over my statement, I would like to say the role is really rewarding. I am 51, and it is probably the best job I have ever held, not the best-paying job, but the best job. A lovely relationship with the children, parents and the school. It is just a really good job, actually seeing in real time that you are affecting people's lives and keeping people safe. It is not just some vague thing, it is an actual thing, and that in itself is a lovely thing to do.

The function of the job itself is in two parts. It is to supervise the children and the carers, number one; and number two is to stop the traffic when required. That is the crux of the role, and that is all I have for my overview.

Mr WILLIE - You have done the job for eight years. Have you noticed any trends during that time? Is driver behaviour getting better or is it getting worse? Are you seeing particular incidents occurring more often?

Mr LINCOLN - Unfortunately, it is getting worse. I would say there has been a very anecdotal increase in behaviour around mobile phones. When I started, people would be on the phone talking and I'd think, well, you shouldn't be doing that. It is really sad. I do not even think much of that anymore. In the last five years I have noticed texting. It has become a problem in itself. I am assuming the stopping distances if you are on the ball are marginal - but if you have your head down in your lap, it is not good.

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Driver behaviour has become worse with respect to cars driving through the crossing. That is within the last two years, it is really marked. I am not sure what that is because in a way COVID-19, especially during 2020, knocked down the traffic but you could see the people's minds were elsewhere. They were just not concentrating on the road. Amazingly, when I am in the middle of the road and the children have crossed safely, a lot more people will actually go around you to drive off.

Ms RATTRAY - They won't wait until you get back to the side of the road.

Mr LINCOLN - That's right, and that is when I am at the most vulnerable on the road. You cannot do anything, you cannot go anywhere.

Mr WILLIE - We are seeing the 'Love 40' campaign rolled out annually now. Would you like to potentially see some more driver education and safety campaigns around mobile phone usage, distractions and those sorts of things around school zones?

Mr LINCOLN - I do think that is a good idea. I very vaguely touched on it in my statement, but I didn't want it to be all about this is how bad it is; there can be a few little suggestions. I don't know if it is possible when somebody drives through, whether a mobile tower can pick they've gone through a crossing, and text -

CHAIR - That is probably not a good thing.

Mr LINCOLN - That is probably not a good thing - but even in the evening, for example, 'You went through a crossing today, thanks for slowing down'. Just something to get their attention. You can see there are different groups of drivers - ones that will wave, they respect you and they are lovely community members. They wave, they say hello and you wave back. And there are the people who just don't care. You see them go through the crossing. It is frustrating. They are speeding going through. You see the same people every day.

It is so lovely to see the police down at the end of my crossing. It is really lovely. We love the police. I can say that not as an individual, but as a SCPO. We love them there.

With crossings, if there is a budget or just something that can be done to get it across the board just a bit more frequently, it would be really welcome.

Mr WILLIE - I spend a lot of time visiting schools and often stop to talk to the crossing guards, and all of them convey a message that there are a lot of near-misses. So, you do an important job.

Mr LINCOLN - Yes, and we realise that. It is not without risk, but you weigh that risk up, and you are doing your job, and you are looking. But around that, also, there is a little bit of complacency with parents/carers. Just the simple stuff, holding hands. Anecdotally, I can only say for my crossing that this seems to be not as enforced, and it is becoming a little bit more obvious, and that is really distressing. Especially if I'm the guard on this road, Josh, and there's a child coming up. If you can imagine, it is going that way, and the children running toward the crossing, and the parents back, and they are four years old.

Ms RATTRAY - They're quick.

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Mr LINCOLN - It is really quick, and I see that coming up a bit more now. That simple hold the hand of the child is just not there.

Ms PALMER - Simon, I had a couple of things that I wanted to raise with you. Out of everything you sent in, what I would really like to see come out of this is a light on top - what we call the lollipop.

As soon as you see that on a road, even my kids in the car, you are always drawn to it - is it an ambulance, is it a fire? It is a universal thing that automatically says there could be something here, be careful.

I have no idea what dollars that would cost, but from everything that you put here, that was the thing that really jumped out at me. If you are approaching a children's crossing zone, and there is a light flashing on top there, I thought that would absolutely stop a great more deal of people, or distract them away from a phone, or whatever they might be doing that they are losing concentration.

Where did that come from? Is that just from your experience? Have you seen it somewhere before?

Mr LINCOLN - I haven't seen it. I don't profess to supply anything new. I couldn't really tell you where that came from. To me, it is just something that does seem doable. I am assuming boom gates would be a lot more expensive to set up. That would be the A-grade to protect me and the children.

Ms RATTRAY - That's the Rolls Royce. The red flashing light would be the Commodore.

Mr LINCOLN - I think so. I think that would just add a little bit of safety. It's a flashing, visual guide, really.

Ms PALMER - It's an alert, isn't it? I had that highlighted and circled. It really did jump out at me.

Also, when you talk about more effective barriers, what were you thinking of there? If the Rolls Royce is a boom gate, what else were you envisaging there?

Mr LINCOLN - It is really the boom gate, which I think had been discussed, maybe in my role as an SCPO, from other parts. I don't know whether the cost and the practicality of that -

CHAIR - Tanya?

Ms RATTRAY - In regard to your suggestion about the SCPOs being able to issue warnings, how practical do you think that would be, given that you're already doing a really important job and you've got to be making notes? I'm interested in how practical you really think that is? A good initiative but I'm not sure.

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Mr LINCOLN - You are correct, it is a tough one. At the moment, if somebody drives through we have a little note pad and we write the number down. Then we go home and email to the department. They assess that and send it on to the police.

Ms RATTRAY - Do you know if any action is followed by that? I've not heard of anybody receiving an infringement.

Mr LINCOLN - I know there is a process. It goes from me to my supervisor, it goes to State Growth. They have a road safety committee. I know they look at everything. I know all of those are taken seriously. Anecdotally, when I've had an incident and I've said to my supervisor, 'This has affected me', my supervisor has said, 'Yes, I will call'. I think it would be a division of the police, so that person would call, or contact -

CHAIR - Perhaps the road safety area.

Mr LINCOLN - Yes, of the police.

Ms RATTRAY - Do you know if anything happens?

Mr LINCOLN - A few years back the police came to one of our training courses. The police officer said that they obviously have myriad -

Ms RATTRAY - Responsibility -

Mr LINCOLN - No, it wasn't that. Yes they do, but he was saying they have a certain way they can deal with that. They put it on a database, the registration number of the car, and I'm assuming the driver goes on their database. A warning letter can be sent out and a knock on the door. That's what I remember from what the police said to us. As an individual, not as a State Growth person, I would like feedback directly. I have never received feedback from the police, but it's just another department, that's the problem.

Ms RATTRAY - A question for this committee to follow up with, so thank you for raising it.

Mr LINCOLN - You said about practicality, that's what we do, we write it down, we send it off. No, it's not practical for us, we're not police. I think there is an opportunity for us. We are already writing down that information, going home and if we are certain of the number and the approximate age range of the person, then there is an ability to do it through State Growth. I'm sure an administration layer would have to be put in, but the power comes from the warning from us. So, they're driving through and they're thinking, 'Hang on a minute, they've got some power.' I don't mean that in a big-headed way. So there is that back-of-the-mind responsibility. Not a fine, just a warning that this is on the police database. There's definitely a layer there. The Rolls Royce of it would be if somebody within the department, not me but somebody with that power, could be at a crossing. Say there's trouble at Snug, there's trouble at West Hobart, you could call on us, so we have the control and then we could be there and could do the fine, either in real time or they're helping the guard out. It's like a two-layered approach, but with more teeth.

CHAIR - When you send your note off, do you have an official incident form that you fill in?

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Mr LINCOLN - Yes, it is a departmental incident form.

Ms CHAIR - So that likely would go further?

Mr LINCOLN - It definitely goes up the chain. And it definitely goes to the police. For me as an individual, that's where it stops. I've never received anything.

Ms CHAIR - You have never sought information to see if no-one has actually...?

Mr LINCOLN - I probably have in that eight years. There have been probably one or two where I went to the police after my shift. That's how I definitely felt about one. I had not received any feedback from it.

Ms CHAIR - Those are questions we can ask the Government this afternoon when they come in. I really appreciate it. Jo, did you have more questions?

Ms PALMER - No, only just to commend you on what you do. You have so far safely got all my four children to and from school over a couple of decades. I'm very grateful for what you do. I have seen first-hand how badly you can be treated.

Mr WILLIE - You discuss speed limits in your submission. What are your thoughts on 30 kilometres per hour speed limits around school zones, given that the evidence suggests a 90 per cent survival rate at that speed? Would that help you in your job each day, keeping children and family safe?

Mr LINCOLN - Yes, it sounds good. If the statistics are saying that, who is not going to want that? It is only a very short length of road that people have to adhere to 40 kilometres per hour. That would be good. Not for long lengths of time, obviously.

Mr WILLIE - No, just those peak periods.

Mr LINCOLN - Yes, just those peak periods, and that short distance. Some of the problem is, I think, because that stretch of road in Snug is a 60 kilometres per hour zone. Everywhere else, except the East Derwent Highway, which I think I mistakenly said was 50 kilometres per hour, it is actually 80 kilometres per hour along that road. I have only done that crossing once in my time. It is 80 down to 40, everywhere else is 50 to 40. It is a bit of a mind game. In my opinion, servicing other crossings, it seems to be a bit of a leap from 60 kilometres per hour to 40 kilometres per hour. It's not as much of a leap from 50 kilometres per hour to 40 kilometres per hour.

I think Dean Winter may have a petition which I signed, and I don't usually sign petitions, but that was specifically in my area and that was a really good idea. I don't live in Snug, but it is an expanding community now. It is not one side of the road anymore it is on both sides and they cross anyway without me. That would do a lot of good in the community. If that was put down to 50 kilometres per hour it would be in line with everywhere else.

Ms RATTRAY - Thanks Simon, really interesting discussion that we are having. I'm certainly getting quite a bit out of it. You know the southern part of the state much better than

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perhaps the north. I am interested in feedback from your co-SCPOs around the state. Do they have the same experiences, or is that something that we as a committee need to research more?

Mr LINCOLN - I would be speculating. When the SCPOs come together we only come together as the southern part, not with the north west or north. I don't know anyone north of probably Brighton or New Norfolk, so that's area I speak of. When we get together it's the same stuff.

Ms RATTRAY - So it is repeated right across the state.

Mr LINCOLN - Every crossing is really different. When you go there it has different conditions, a different speed or different behaviours. Overall, the same things come out.

Ms RATTRAY - There are just as many abusive drivers who use fingers and not very nice or pleasant words right across the state?

Mr LINCOLN - Yes, I've heard that anecdotally from the people I talk with.

Ms RATTRAY - Thank you. We will do a bit of research on that.

CHAIR - I really appreciate it. I am also interested in some of the measures adopted, when you say the simple fridge magnet in the shape of a hand. That's one of the things that you see most is people not holding small children's hands because they think if you're there it's a safer area. Do you find that is the situation?

Mr LINCOLN - Anecdotally, yes; but also, when people aren't using the crossing. People just won't walk up 50 metres - they will cross 50 metres down the road and they won't do it holding hands. Or they will - it's not a blanket statement, but it is creeping in where there's not that rigid 'hold my hand'.

CHAIR - It's not a habit for the children to hold the hand of a guardian.

Mr LINCOLN - Yes. Josh asked - have things been creeping up - yes, I would say that has. It is something I have noticed. In my statement there's probably three times where I have seen a child run out into the road and I happened to get them and pull them back. I fell over doing that. Another child ran out and I just grabbed them because the parent or the grandparent was letting them run up, not realising that - yes, I am there, but they're just little kids. They just do what they want. They don't know what they're doing, do they?

CHAIR - Because you're there, they're assuming that the intersection or the crossing is safe, without taking full responsibility.

Mr LINCOLN - Yes. And by the same token, if I'm in the middle of a road and I've crossed the children who have waited over safely, other children are coming up - and this is twofold for the drivers and the children - they see me, it's safe and they'll run across. The driver will see they've gone and, as I said before, they'll go to drive through while I'm there. They don't think that a child doesn't realise they haven't been called over; they'll just run across.

CHAIR - Certainly, some lessons to be learned.

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We really appreciate you coming in today. Do we have any further questions from members? If not, is there anything you'd like to add?

Mr LINCOLN - One little thing is, and I am sure someone will mention it. Going back to the mobile phone usage, it would be great if the police had a legislative power to confiscate a phone on the spot because I think -

Ms PALMER - I reckon that would change people's behaviour, wouldn't it?

Mr LINCOLN - I do. They're not allowed to take the SIM card out, it's just confiscated on the spot, for seven days. You have to go to the police station to get it back. I know that would probably not be what the police would want to do, but something's got to change. I am so surprised that there aren't more accidents with texting. It's a major problem.

CHAIR - In Queensland they have mobile phone and seatbelt cameras picking them up. Maybe, they can have those at school crossings. It might assist you.

Thank you very much for coming. We really appreciate you taking the time to put a submission in and to come along and speak to us from your perspective. School crossing guards is another area and it's a very important area for protecting. As the member for Rosevears said, you've protected all our children over a good number of years and we really appreciate it.

Mr LINCOLN - There's a lot of dedicated people. I know that for sure.

CHAIR - Thank you very much.

Mr LINCOLN - Thank you.

THE WITNESS WITHDREW.

PUBLIC

MS ALISON HETHERINGTON, PUBLIC AFFAIRS MANAGER, BICYCLE NETWORK, WAS CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR - Thank you very much for coming along today. We really appreciate it, Alison. All evidence taken at the hearing is protected by parliamentary privilege. Obviously, such privilege is not afforded outside of this room. The evidence is being recorded and it will be provided on *Hansard* when it becomes available. The procedure we generally follow is that if you would like to make a short overview and then members will ask questions.

Ms HETHERINGTON - I would like to briefly update the committee on our submission with recent information that has come out since. This information I am referring to further supports the need for dedicated infrastructure for people who ride and a change in road design to better prioritise people walking, riding and scooting.

In our submission we cited the night 2019 National Cycling Survey results for the number of people who rode a bicycle in Tasmania. Since then, the 2021 figures are now available and show a jump in this number from 34.4 per cent of the people surveyed in 2019 to 43.8 per cent in 2021. This jump was to be expected as the COVID-19 pandemic lockdowns and restrictions have seen many more people riding bikes for exercise in a safe setting and for transport if they were avoiding public transport.

The same survey has also given us our first Tasmanian specific data on the number of people who would ride more if they did not have to mix with cars and other vehicles. Forty per cent of respondents said they were interested in riding more but not on roads with traffic and another 15 per cent said they ride longer to avoid busy roads and use paths and quiet streets. This illustrates that the demand for off road paths and on road cycle ways remains strong.

I also wanted to note that the Engineers Australia have released a discussion paper on urban transport systems in December in which they acknowledge there needs to be a change in thinking away from the traditional predicting provider approach to road design, to the sustainable mobility management approach. They point out that increasing the number of cars on our roads cancels the road safety benefits of safer vehicles and that this focus on road capacity that has happened in the past has distracted us from improving road safety.

The Sustainable Mobility Management approach includes dedicated space for bicycles separated from cars and trucks and streets designed for speeds of 30 kilometres per hour where there is high use by people riding and walking. They point out that streets should be designed for those speed limits and not higher speed limits which is currently the case. The paper also illustrates the widespread change in thinking about how we design roads and allocate space to different users to ensure better safety outcomes, but also environmental health and congestion outcomes. Thank you.

CHAIR - Thank you. Josh, you're our bike man, would you like to start with a question?

Mr WILLIE - I'm interested in this 'movement and place' concept you talk about in the submission. Could you provide some examples where that could take place, and maybe some jurisdictions that are doing it well, and what the benefits are?

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Ms HETHERINGTON - I'm most aware of Victoria doing it, but I understand it's in place in New South Wales and Queensland and other states. It really is a widespread movement to acknowledge that roads aren't just there to move cars. Some people use roads as part of being in a place.

If you look at Hobart, say somewhere like Elizabeth Street or Collins Street, and also place streets, people go there for the particular mix of shops, often hospitality venues. Also teenagers might gather in particular spaces, or there might be a community centre, where people like to sit outside. That road is not just for moving cars; it's part of the reason people go to that particular place, and it becomes part of the experience for them.

Some road designers talk about having 'sticky' streets, which are streets that acknowledge this sense of place, rather than movement, and put in the trees, the seating, the safe cycleways to advance and enhance that sense of place. Whereas Davey and Macquarie Streets are movement corridors.

I understand the Hobart City Council and state government are working towards a central operating network plan. Part of that operating network plan is to start looking at some of these movement and place concepts, but we don't have it in place as a state government direction, and it needs to be, because that's what's happened in other states.

Mr WILLIE - Are we the only state not doing it?

Ms HETHERINGTON - I don't know if we are the only one, but we'd be one of the few states not doing it.

Ms RATTRAY - Are you involved in those discussions the Hobart City Council and state government are having around movement and place?

Ms HETHERINGTON - On the periphery, on the central Hobart operating network. I've been involved in some workshops at the start of the process, and I've put in a submission on behalf of Bicycle Network. They've just put out a discussion paper, talking about some of the concepts that are going to underpin this operating network plan. They certainly point to the need for cycleways.

Part of the problem has been that a lot of plans have come out pointing to the need for cycleways but then the budgets aren't in place to actually build them, and the policy directions aren't in place to provide the space we need to build them properly.

Ms RATTRAY - Effectively, we need the policy to be put in place, and then that enables the policy to be part of a project, so then that becomes part of the budget.

Ms HETHERINGTON - Yes.

Ms RATTRAY - That's when we get the outcomes that your organisation is looking for.

Ms HETHERINGTON - Yes.

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Mr WILLIE - It doesn't necessarily have to be expensive, does it? It can be a space issue, or - we've talked about it previously - about different barriers that could be used with existing corridors.

Ms HETHERINGTON - Yes, and the more other cities work on this, the more the costs come down. I am aware that Melbourne City Council, in the past two years, as part of their COVID-19 response, as well as part of their transport and road safety approaches, decided to fast-track a lot of cycleways that had been planned. They were in a 10-year plan, and when COVID-19 hit, they said let's just fast-track these over the next two years. They've rolled out something like 40 kilometres of cycleways in central Melbourne, and I understand they've been able to bring the price right down as part of that. I don't know what it is exactly, but they've more than halved the price, I've been told. That's a system of bollards, on concrete separators, just quickly rolling it out, putting the painting and signage in place.

Ms RATTRAY - What about other parts of the state? We understand we've got a concentration of population in the south, but we also have to be mindful of the north and north-west?

Ms HETHERINGTON - Yes. Launceston is in a similar position to Hobart. Once you get out of those really built-up areas, you do have that issue, I suppose, of the benefit-cost ratio of different approaches. We would say for a lot of rural areas if the government adequately widened and sealed road shoulders, we would get much better outcomes for the people riding - but also for people driving, because if those road shoulders are a good one-and-a-half metres of sealed width, it means if someone loses control of their car, they have much more time and space to realise what is happening and get back on the road.

The same with the by-the-line markings on the road edges on rural roads. That helps people riding as well, because the car driver then knows they've gone out of their lane, and can go back to their lane.

So, there are different approaches for rural and highly urban areas, but we would say any highly urban area where you have children, older people, people who are less confident on bicycles - and now scooters - you really need to have dedicated space for them, to protect them.

Ms RATTRAY - Can I ask about the really dedicated bicycle riders who train. I know they use what we call the sideling - the Tasman Highway, from Launceston to Scottsdale - as a training route.

Ms HETHERINGTON - Which has been famous by our champion cyclist, Richie Porte.

Ms RATTRAY - Absolutely, but the road verge is not even of Australian standard width, let alone able to accommodate these absolutely fantastic athletes who use it for their training. How do we accommodate those as well, other than education? Obviously there is a rule about the 1.5 metres and giving them a wide berth.

Ms HETHERINGTON - Which has been fantastic. Since the 1.5 metre rule has been brought in, a lot of people riding have anecdotally said it has made an enormous difference to their feeling of safety and comfort, and just that mutual respect on the road. When you see a car driver giving you the adequate space, it makes you feel valued as a member of society.

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They are doing the right thing, giving you space. I often give a thumbs up, or a wave, just to acknowledge them.

Ms RATTRAY - I have had that too. I believe I am courteous but I have seen other road users who, I believe, have really not been that courteous at all and actually have been quite dangerous in overtaking.

Ms HETHERINGTON - Part of the attraction for a lot of people riding in the north and north-west of the state is that we do have fairly quiet roads. That's why the route out to Scottsdale has become well known because it is relatively quiet. If you are driving and you come across a cyclist you usually have enough time to get around them, or you might only have to wait five seconds for another car to get past on the other side before you can go around them.

They are a benefit that we have in Tasmania that is very attractive to a lot of people who want to ride, and it does actually bring tourists down here, but also creates the conditions where we are able to produce these world-class cyclists. I am very happy to say we have just produced one from the south of the state, with Nicole Frain winning the Australian road championships recently - but they have typically come from the north.

Ms RATTRAY - Well, the roads are windier.

Ms HETHERINGTON - Yes. Steeper.

CHAIR - While you are talking about minimum passing distance enforcement, are you aware that the police do enforce that, or book people for not having that minimum passing distance?

Ms HETHERINGTON - We have worked with the police to get a guide in place to help people who are riding, who believe someone has breached the road rule, to get it brought to court. They have been very supportive in that respect.

We have put in our submissions some examples from elsewhere where police forces have actually gone out and undertaken operations in the same way they would for drink-driving or drug-driving, or speeding. This can be educational for drivers. It doesn't have to be going out and pinging people for revenue. They actually have motorbike riders with cameras on their uniforms that could do this already, because they do it for mobile phone use.

It is just getting the documentary evidence that would stand up in court, to back up the police issuing the fine, or a caution for drivers. It is part of the ongoing education of the law.

CHAIR - It is the evidence, basically.

Ms HETHERINGTON - And to make that concerted effort to say this is a safety issue that we think should be policed and we are going to make concerted efforts to do that.

CHAIR - The other area that I noticed comment was to do with mobile phone cameras. I note that in Queensland they have mobile phone cameras and they have caught a significant number. You find that is something very significant with bike riders, that people have near misses or crashes because people are looking at a mobile phone or texting and they are not noticing the rider?

Ms HETHERINGTON - Yes, absolutely. Last night I was riding behind a rider coming down Sandy Bay Road. He was perfectly positioned so that people turning left into the road could see him. A driver coming out just drove straight at him. He was lucky enough to have a very loud voice and the driver stopped suddenly, but that driver was not paying attention. That could have been a serious injury.

These sorts of things happen a lot. It is because when you are riding a bike you are very alert and aware of your surroundings. A lot of people like that rider in front of me last night get ready for the wrong thing to happen, so you are able to react really quickly when it does happen and you avert those crashes. That can't happen 100 per cent of the time. If we have distracted drivers that is a huge danger to people riding. Mobile phones, as we know, are one of the major causes of distraction.

CHAIR - Riders generally wear high-vis so that they are more visible with the bright fluoro?

Ms HETHERINGTON - The law requires you to have lights in low-visibility conditions. Research is mixed on the benefits of high-visibility clothing. A lot of the problem is that when drivers are just not paying attention you could have a million flashing lights on you and wear the brightest high-vis possible, if they are not paying attention they are not going to see you. The research I have seen talks about how reflective material is the best in low-visibility conditions and it is better on the moving parts of the bicycle or the rider because it catches the attention of drivers. It is why a lot of people riding have flashing lights on the front and back. I get complaints from people asking why they have flashing lights, it is distracting. It is so you see them.

Some bright clothing may make you slightly more visible but the real issue is drivers need to be actively looking for people on bikes.

Ms PALMER - I was interested in the new figures that have come out and seen that increase. I think we have all seen that in our own communities over the COVID-19 period. Has that made a difference? Are things improving or not with regard to the attitude of those driving cars versus those on bikes. Has there been a change now that we are seeing so many more people who had not ridden before? Is that still a big issue?

Ms HETHERINGTON - There is research that shows there is strength in numbers regarding safety effects for bike riding. When you have more people riding bikes, drivers are more used to seeing it so they are more likely to be looking for them. In those areas where there are high numbers of bike riders the road safety benefits tend to be better than in those areas where there are lower numbers of people riding. In Tasmania, because we are so small and there is this high ridership and there are people who love going onto the mountain bike trails or going out for a road ride, they might not be riding for transport themselves but when they see someone doing it they are much more respectful of that person and their use of the roadway.

Ms PALMER - I wondered if mountain biking might have changed some of those attitudes?

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Ms HETHERINGTON - People understand more why people ride. If you go out on a mountain bike ride and you really enjoy it, when you see someone riding to work you understand why they are riding. You understand the joy of bike riding. We had always hoped that if people get out and ride recreationally then they are more tempted to ride for transport. The reason we are interested in that is because of the health benefits of daily exercise rather than once a week or once a fortnight exercise. If you can incorporate bike riding as a transport mode into your daily activities then a lot of people get the physical activity they need to stave those preventable illnesses.

Ms PALMER - And of course the environmental benefits.

Ms HETHERINGTON - Yes, the health of the planet as well as the health of people.

Ms PALMER - Would you see one of the biggest issues of driver distraction is mobile phones? Is that what your riders would be giving you feedback on?

Ms HETHERINGTON - Driver distraction is an issue. People talk about drivers leaving their lanes, turning and not looking, not paying full attention. Whether that can be completely attributed to mobile phones, I don't know. It's not really until we get the technology that exists in Queensland and in New South Wales to see how many people are actively looking at phones while driving. There was a trial in Hobart a couple of years ago by one of the camera operators that found statistics similar to New South Wales and Queensland where they had done trials before. That's why we're keen for the Government to get those cameras.

Since this submission was put in I understand the Government has approved funding for cameras and it has gone out for tender. We are just waiting to see who is going to be given that tender to do that camera technology.

Parliament still needs to change the legislation to allow that camera technology to be legally permissible and for things like seatbelt use and registration because the computer algorithms that are run through the images captured can pick up all sorts of things. If you're on your P plates and you're limited by the number of passengers in your car, for example, they can run an algorithm that picks that up.

At the moment they're doing registration, seatbelt, speed and mobile phone use.

Ms RATTRAY - I'm going to be brave and ask about the registration of bicycles. It's obviously something that comes up from time to time. I'm interested in your view of registering riders.

Ms HETHERINGTON - We don't support the registration of bicycle riders because we believe it's a deterrent to riding a bicycle. It's overly expensive and we have not been told by police forces anywhere in Australia that they have such a problem with bicycle riders that they need to be registered.

Ms RATTRAY - Thank you. It's good to have it on the public record.

CHAIR - Would you support a motor accident insurance fee for riders? It would still be a form of registration but to cover accidents that might occur to bike riders.

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Ms HETHERINGTON - The Motor Accident Insurance Board covers bike riders -

CHAIR - If they are hit by a car.

Ms HETHERINGTON - If they are hit by or are involved in a crash with a car.

CHAIR - I'm thinking if they have an accident that doesn't involve another vehicle.

Ms HETHERINGTON - There are insurance products out there. It is similar if you're walking down the street and something happens to you and you need medical insurance. It's up to you really whether you have that extra medical insurance.

Bicycle Network Tasmania and other cycling organisations include insurance as part of their membership fees. People have the option if they're worried about health care in case of a crash that they can take out that sort of insurance. Otherwise they're covered by Medicare like, as I said, someone walking down the street and something happens and they get covered.

CHAIR - It also gives a registration that could have a number but it gives the benefits of the motor accidents as well. It's for those people who believe that we should know whose bike that is, particularly when, on occasion, you might get a group of bike riders riding four across rather than in a single file when there are a lot of cars.

Ms HETHERINGTON - And the police can fine them because that's against the law.

CHAIR - Yes, that's the thing so they would actually have a number, as a motorbike has a number on it.

Ms HETHERINGTON - But the police can pull them over. That's what I am saying, the police have not told us that they have such a problem with people on bikes evading the law when they do something wrong that they feel the need for registration. That's what it comes down to. If someone who is driving who gets annoyed when they see people on bikes breaking the law, they report it.

CHAIR - But they can't take a number.

Ms HETHERINGTON - No, but the police won't do anything even if they did have a number. It's the same way that if you ring up the police and say, 'I just saw someone speeding' or 'I saw someone leaving their lane as they were driving' or doing something silly, they'd say, 'Thank you', they'd note it and then nothing else would happen.

CHAIR - Unless you give them details and then ask for an incident number, then they do need to do that.

Ms HETHERINGTON - But then you need to go to court and have evidence that stands up in court to show that that incident occurred.

CHAIR - Thank you. Josh?

Mr WILLIE - The only other thing that hasn't been covered is the heavy vehicle reform that you mention in the submission. You talk about a number of technologies that are available

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to make heavy vehicles safer for cyclists. Do we know what the Tasmanian fleet of heavy vehicles looks like?

Ms HETHERINGTON - I don't, I'm sorry; I presume they sort of mirror the Australian fleet, but I'm not sure if they're any better or worse than the Australian fleet.

Mr WILLIE - The normal vehicle fleet in Tasmania is older than other areas.

Ms HETHERINGTON - Yes; and a lot of the things that we're asking for aren't new additions, on newer trucks. The Heavy Vehicle Association could tell you how much older our fleet is than the rest of Australia's.

Mr WILLIE - Is it hard to retro-fit some of the things you mention in the submission?

Ms HETHERINGTON - No, I don't think so. It's things like putting in mirrors that increase your blind spot area. That kind of thing I wouldn't imagine is too difficult to retro-fit. Some of the other things, the new technology, I don't think you could. That's something that comes in with newer trucks. They have blind-spot alarms that have that detection - if there is someone in their blind spot, they alert the driver to that greater area. The other thing we're very keen on is to have audible turning alarms on trucks, because the majority of some of the really serious crashes with bike riders occur when the bike rider comes up on the left of the truck and the truck is turning, and the bike rider can't see the indicators and the truck driver can't see the bike rider. If there was an audible left turning alarm, like there is with the backing up alarm, then at least the bike reader will know to get out of the way.

Mr WILLIE - Are there any particular areas in Tasmania you would advise members not to ride in because of heavy vehicles?

Ms HETHERINGTON - We always say to be careful. On the Bass Highway, unfortunately, there was a crash not so long ago when a truck left its lane and hit a rider, riding in the shoulder. That's something all bike riders are very aware of and try to ride as far left as possible; but again, on shoulders that aren't wide enough to begin with and aren't cleaned that regularly, it can be difficult to get as far left as possible. For a lot of people who live in those areas, there may not be another choice. The good thing that is happening up in the north-west along the Bass Highway is the coastal pathway that's getting put in place. It will give people some ability to get off that highway to get from town to town, to get to workplaces and to schools et cetera.

CHAIR - Thank you, Tanya, do you have any more? Do you have any other comment that you would like to make, before we close?

Ms HETHERINGTON - Just what was sort of the main thrust of the submission, I suppose, which is a change in thinking of roads, to concentrate more on road safety and less on moving cars as quickly as possible. There needs to be a much better balance in the need to move people and freight and in road safety. I think the balance is too far over to the convenience and speed and not enough on the safety and consideration of all road users.

CHAIR - Really appreciate your submission and thank you so much for coming in and answering the questions today. It's very important for everyone that bicycle riders are safe. As has been said by other members, it's good for our environment, it's good for our exercise and

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we need to make sure that riders get from where they're going and where they're going to safely and actually get home, so thank you.

Ms RATTRAY - I couldn't imagine myself on the sideling, riding to Launceston to a meeting though; but maybe I'll have Josh's e-bikes -

CHAIR - Nice thought.

Ms HETHERINGTON - On an e-bike on the rail trail - it would be good fun and easy to get around.

CHAIR - There's a few snakes around at the moment.

Ms HETHERINGTON - You just need wide tyres and roll over them.

CHAIR - Wide tyres to avoid snakes. A wide berth I think, not wide tyres. Anyway, thank you, Alison. We need to make sure that the paths all meet up and that we don't have lanes that go nowhere. Thank you so much for coming in, we really appreciate it.

Ms HETHERINGTON - Thank you.

THE WITNESS WITHDREW.

PUBLIC

MR ADRIAN GILL WAS CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR - Thank you, Adrian, for coming in. Today we are taking sworn evidence. All evidence today is protected by parliamentary privilege, but anything you say outside the room isn't afforded the same privilege. The evidence is being recorded, and the *Hansard* will be published on the parliamentary website once that becomes available. By way of introduction, the format we follow is that if you would like to make some short comment or a presentation, and then members will ask you some questions.

I'll introduce everyone - Jo Palmer, member for Rosevears; Tania Rattray, member for McIntyre; myself, Rosemary Armitage, member for Launceston; Josh Willie, member for Elwick; our committee secretary, Tim; Ali assisting; and Lynne on *Hansard*.

Mr GILL - Tim will just go through the slides, as I present.

As you know, my name is Adrian Gill, and I will be talking about the submission to the Road Safety Council - submission number 8.

As you know, I am the father of an 18-year-old daughter on P plates, a 16-year-old boy who is on his learner's licence, and a 14-year-old boy.

The reason I am here is I'd like to be a part of reducing the state's road toll by changing the attitudes of young drivers, and by educating young drivers and passengers by making better decisions and choices; as bad decisions and choices have consequences.

In Tasmania, we have a number of programs set up for our learner drivers. We have a two to three-hour driver awareness program in the north that Year 10 students attend at Symmons Plains; the Keys2drive program where learner drivers have two free lessons on driver awareness and road safety; and new laws that have come into Tasmania last year around passengers in cars and driving after hours. With the help of the Tasmanian Government, Tasmanian education and the Road Advisory Council I would like to introduce a program in Tasmanian schools called Road Awareness and Attitude program.

This program is about the awareness of the road, of the driver in front of them and their attitude as a driver or a passenger in the car while travelling on the road. I have done some research and I think there are around 10 000 students in years 11 and 12 across private, government and non-government schools. There are eight colleges in the state that teach year 11 and we have around 30 schools that teach year 11 as an extension of grade 10. This may have changed due to schools coming on board and teaching years 11 and 12.

The proposal is to deliver the road safety awareness program to every year 11 and 12 student in the state at the minimum of once a year. If we attend each school once a year, students may see the Road Awareness and Attitude program once during their two years if they happen to miss one of these years. They will see the program twice if they attend the session in both years 11 and 12. That means that in Tasmania we may have to run this road awareness program around 100 times to meet the required target. That may be less than 60 to 80 days and some of these sessions will be run on the same day within the same school.

PUBLIC

I have conducted research around Australia and currently some states have a fully funded road safety awareness program. In Victoria, Fire Rescue Victoria runs a program called Fit2Drive that is a half-day session for all year 11 students. Fire and Rescue NSW runs a program called Rescue Ed Express, South Australia's program is called Road Awareness Program or RAP and Queensland Fire and Emergency Services delivers a program to year 11 students called RAAP, Road Attitudes and Action Planning. These programs are delivered by operational fire fighters to help reduce the road toll in their own state. They run for about 50 to 90 minutes, except Victoria's program.

Queensland's program is offered to year 11 students and is fully funded by Queensland Fire and Emergency Services and the Department of Premier and Cabinet. It has a budget of \$200 000 to \$250 000 to run the program annually. These costs are associated with paying staff when they train. This cost supports the permanent position that was appointed in 1999. The program has been running since the mid-1990s.

It is presented free of charge to all year 11 students when the program is requested. In 2021 Queensland Fire and Emergency Services presented its program to nearly 31 000 students at 249 schools, with 359 presentations conducted. At this stage there has not been any data collected by Queensland Fire and Emergency Services on whether this program has been effective; however, the Queensland University of Technology's Centre for Accident Research and Road Safety - Queensland is planning to conduct a study. This is not due to be completed until 2024.

It mainly runs classes with 50 to 80 participants but it has presented it up to 500 students. It is achievable but not the best outcome. The RAAP program is now presented to youth justice, trade schools and public presentation on request at a small cost to cover expenses.

In Tasmania, the program will be delivered free of charge to all secondary schools. Setting the presentation up, printing brochures and web design would require some costs as my skills are only as good as my ability. I would need some help in that way. The program would be delivered by selected fire fighters who have an interest in delivering this program. All operational fire fighters work shift work and will be asked if they are interested in delivering the program on their days off. As an operational fire fighter, I believe I have the skills, knowledge and contacts to set the program up and have an agenda of consequences if young drivers or passengers cause an accident.

The program is about educating young drivers to make good choices, a better attitude towards driving and reducing the risk of having an accident. Dangers while driving, speed until the influence of drugs and alcohol, inattention, lack of concentration, phones and so on. Inattention caused by inexperience, coping with distractions while driving, peers influencing the driver. Consequences of your actions as the driver, being made on up to their mistakes and having to deal with these consequences. Encouraging students to take ownership of the issues caused.

By planning ahead, whether being the driver or a passenger, poor choices can be avoided. Some of these are self-explanatory but it highlights that the program is making sure that they own up to their mistakes and learn from them.

Where to from here? What is required to introduce the program into the state secondary schools? Support and guidance on what is suitable to be published and not to be used as shock

PUBLIC

tactics around car crashes during the presentation. This education made take 12 months or longer to develop to have the right format. If we start to educate our young drivers today with them making good choices and having a better attitude towards driving, our young drivers can reduce the risks of having an accident. While making better choices and decisions behind the wheel, hopefully the road toll and serious injuries may start to reduce.

School counsellors and support staff will need to be involved as there will be students affected by serious injuries or the death of a friend or family member as a result of a car accident before the presentation has even started. A 16-year-old attends Launceston Christian School year 11 this year, and there are roughly 50 to 60 year 11 students combined who could be part of the first roll out once we start. If successful, we would roll the program out across the northern schools before moving to the north-west and the south.

As part of the education involves inviting other emergency service workers and people who have been affected by a road crash. This might be as simple as a short video. The *Sunday Tasmanian* had an article on Sam Cawthorn who felt sleep on the wheel when he was 20, and a 30-second video about how the accident had affected his life and how he nearly lost his life during the accident. It would be great to use these people so they can educate other drivers on what can happen if you don't concentrate whenever you drive. Again, once set up, we could deliver the program to trade schools and youth justice systems. It is behind-the-scenes stuff and agendas that I see would be difficult.

As part of the Tasmania Fire Service, I have raised this program previously. Tasmania Fire Service is not about road safety awareness, it is more about fires. There is no funding, there is no support. It is just not on its agenda. Tasmania Police is the authority for road crashes so it advertises road safety campaigns. Everything you have seen today is my work and something I am trying to push. I do not know if we can have a look at these short videos?

This is the Queensland website around their program. The Queensland brochure is at the back of the PowerPoint presentation.

Ms CHAIR - That is Queensland Fire and Emergency Services as opposed to police?

Mr GILL - Yes, that is Queensland Fire and Emergency Services. That is its website and its program.

Ms RATTRAY - Why do you think the fire services are being so proactive in other states?

Mr GILL - I think we're seen as approachable, compared to - I'm not knocking the police - but we normally get a wave and -

Ms RATTRAY - Because you're not going to charge someone.

Mr GILL - Yes, we're not going to book them for speeding. We just go out there to help.

If we go down a bit to South Australia's website and their program.

Ms RATTRAY - That's the fires too.

PUBLIC

(South Australian video being played.)

Josh Riley here from the South Australian Metropolitan Fire Service. As a fire, I've attended hundreds of road crashes throughout my career. I've seen firsthand the impact of road trauma and how it can rip families apart.

We all have a choice when we get behind a wheel.

Every year in South Australia, more than 60 teenagers are seriously injured and around 10 young people die in a motor vehicle crash.

Even though those figures have dropped significantly, and by more than any other age group in the last decade, one is still too many. That person is someone's child, mother or sister, friend or a classmate. The good news is, a lot of young people are already doing the right thing, and we want them to continue looking after their mates and calling out dangerous road behaviour.

This is where RAP could help. The Road Awareness Program, or RAP, is a 100-minute presentation where firefighters like me give an open and honest insight into our experience on the front line, and road crash survivors also share their experience with road trauma.

RAP reaches 85 per cent of South Australian schools, where we speak to high school students. We help young people understand that you get to choose the risk, but you don't get to choose the consequences.

It's time to own road safety. Put your phone away when you're driving. Make sure your mates have got their seatbelts on, and put your hand up to be the deso if you're on a night out. Take your headphones out when you're crossing a road.

RAP is provided free of charge across South Australia to schools, community groups, sporting groups and correctional centres. If you feel like your organisation could benefit from RAP, please give us a call on 8204 3611 or email rap@sa.gov.au.

Ms RATTRAY - They said 85 per cent of schools responded. How do you get to the other 15 per cent? They're probably the ones who really need the education. That's the issue, isn't it? It's always that small percentage who probably need more education, support or information who we don't always seem to be able to hit.

Mr GILL - That can also come back to the guidance of parents, or what their personal background is.

Just to show a couple of slides.

How do I think this program was received? I don't know, but let's try to introduce something to help educate the lives and families of Tasmanians.

PUBLIC

What do I think the road toll might be in 10 years time, if this program is successful? I know one's too many, but let's aim for under 10 in 10 years time, and then a couple more.

Thank you Rosemary Armitage, MLC, and Tim, for allowing this day to happen, and the Road Advisory Council as well.

The next slide is about some questions, and hopefully I can answer them. If I can't, I'll get back to you as soon as I can. That's my website -

CHAIR - We really appreciate you coming down and putting that together. It's very interesting to see that fire services in other states actually put this road awareness program out to the schools. You have spoken to our fire service. They don't believe that's their role?

Mr GILL - Yes, but also, it's also funding. Who's going to do it.

CHAIR - Where the money is coming from.

Mr GILL - Yes. Who supports that, and who does all that? I am just an operational station officer on shift.

Ms RATTRAY - Good IT skills.

Mr GILL - Yes.

Ms RATTRAY - Or was it a 14-year-old who helped put that together?

Mr GILL - No, I actually did most of that last night.

Ms RATTRAY - Well done.

Mr GILL - I haven't put too many PowerPoints together, but I have learnt.

CHAIR - You've done a very good job.

Mr GILL - I am self-taught over the years. Sorry, I missed your question.

CHAIR - It was really about the funding; about whether you have spoken to the fire services, and if they were interested if there was government funding, or whether they believe it's a police issue, as opposed to -

Mr GILL - I am not sure. Government funding - I suppose they might say, here's some money to be filtered towards a road accident program for our year 11-12 students.

CHAIR - Particularly with the Road Safety Advisory Council, when you think of the money that goes in - if we can save lives. We have the Government this afternoon, so it will be interesting asking some questions. I am sure members will, starting with Josh.

Mr WILLIE - If I can just put my teaching hat on for a second, I am wondering whether there is an evidence base to some of these programs, whether a university had looked at the impact of them in South Australia.

PUBLIC

Mr GILL - There is a program. New South Wales did a study on statistics over 10 years, I think, on a program that they had done, but it wasn't actually Queensland's programs. NSW Health had done a program similar to this, but it was a bit ad hoc, and wasn't very successful.

Mr WILLIE - Is Queensland looking at evaluating their program?

Mr GILL - Yes. That's the one with the Queensland University of Technology, and their Centre for Accident Research and Road Safety. I don't know if that has started, but it won't be finished until 2024. They don't actually have any data or statistics around whether this program has worked.

Mr WILLIE - When was the program introduced?

Mr GILL - In the mid-1990s, but they had a permanent position from 1999, so that's over 22 years.

Mr WILLIE - So there's a lot of years they could look at, and I guess the school curriculum is jam-packed full of one-off programs. I think it is a good idea, I'm just wondering whether the school is the best environment for it, or whether you could see it incorporated into a learner licensing program, where you had to undertake the course before you got your provisional licence.

Mr GILL - I suppose you'd have to make that compulsory. It is like Keys2drive. Those two lessons aren't compulsory. My son has just done them - I just rang up and made the booking. If a child has some good driving skills, maybe they don't have to have the Keys2drive. I made the booking - he didn't want to do them - but I just encouraged him to have the lessons.

It is not a compulsory thing, but if it is encouraged as a compulsory component - have 30, 50, 80 kids in a room, deliver the program, and then once you have that ticked, whether it is another mandatory thing to have? Look, I don't know.

Mr WILLIE - It might be a way of reaching that 15 per cent who aren't engaging in other states.

Mr GILL - Again, that 15 per cent could be also the ones who don't have a licence.

Mr WILLIE - Driving unregistered.

Mr GILL - You know what I mean. Driving away from police. It is hard to capture that good group, but I guess it's the 15 per cent who are falling off the radar. That is how we pick them up.

Mr WILLIE - How many days would the program take?

Mr GILL - I just did some rough figures. Queensland delivered the program to, sometimes, 500 students. I think there are roughly 10 000 year 11-12 students in Tasmania. If you deliver it to 100 students, that is 100 sessions.

PUBLIC

Mr WILLIE - It is certainly doable. You'd see other programs across a whole range of fields, whether it is mental health, being delivered in schools.

Ms RATTRAY - I just want to answer your question, How do you think this program will be received? I think exceptionally well. I think you could use - if the fire service was going to do this. I mean, what's another little bit on the fire service levy, if that's what it's about, money? But that is a discussion we can have as a committee, and progress that.

I absolutely support your education approach. I got a motorcycle licence in my early forties, and feel I'm a much better driver after I had that motorcycle course, Stay Upright, than I was before. I didn't have as much awareness of other road users as I did after that course. I am not a perfect driver - I will put that on the record - but I do feel like I am a better driver than I was, so I absolutely support that.

I just want to say thank you for coming along and really progressing this initiative. I will do what I can to support it.

Mr GILL - Yes, it's just an idea. When the submission came out and I saw Rosemary made a comment about something, I reached out to you. There are a few avenues.

CHAIR - That's how it all comes about - someone comes up with something and it works.

Ms RATTRAY - I've listened to Sam Cawthorn speak. He is quite empowering.

Mr GILL - It was a bit of a coincidence, and I thought I will use that in the example as well. You read about these people all the time.

Ms PALMER - It's a fantastic idea, and the catch is that it's being presented by firies, which we touched on before. Not confrontational, not out to book you; you see them and it is an immediate thought of I am safe, they are here to help me. That type of thing.

I am just trying to work out the practicalities of this. Is this something that you would need firies to volunteer to be part of?. We are looking at funding it properly, so you would pay people, but how are they trained to present the course; who oversees that; where do we find these firies from around Tasmania who are prepared to do it on their days off? What are the practicalities of what that looks like; or are you sort of thinking someone such as yourself? You obviously have the passion; would you step down from your position as a fire fighter and this would be a one-man thing? How does that work, practically?

Mr GILL - Queensland come together and do training sessions, so they are all delivering the same message and the same package.

Yes, I would be a part of rolling it out, and asking different people to assist, because it is going to be time-consuming; but I don't think it is a full-time role. We do have a full-time role in our Community Fire Safety that goes to schools and delivers the junior programs up to grade 6.

I don't know if there is the work there for full-time person to do it. If you had a couple of people in Launceston, a couple of people on the North West Coast, and two or three down

PUBLIC

here you could nearly do it in a week. You could work it around Road Safety Week, or month; I think that's October.

These sessions become involved. I haven't approached too many work colleagues about whether they would be interested in doing this on their days off. Down the track, in 10 years time, or whatever, it might be a permanent position. Who knows if we have people that are prepared to willing to volunteer.

CHAIR - If they were paid though on their days off, it wouldn't be quite so bad. They volunteer to do it, but it is a paid position.

Mr GILL - Yes. If it is supported by the Tasmania Fire Service, we have a casual training rate, so there can be payment there for them. It is not about the money. It is about presenting something that can change people's lives.

CHAIR - It might be a requirement, or something like that.

Mr GILL - I suppose if it is supported by Tasmania Fire Service, or as we are now all under DPFEM.

Mr WILLIE - It could be funded by the Road Safety Advisory Council, because they fund a lot of education programs.

Ms PALMER - For me, the catch of this is that it is presented by firies. I am thinking how would my kids respond if a fire fighter came to do that, as opposed to someone from the RACT or a police officer. It is quite a different scenario and relationship, and that is what really appeals to me about this. I was just mulling over, where do we find those firefighters?

Mr GILL - I would source all that. It's all the setup of it before we roll out the program; let's have five people come on board. It is only an idea at the moment, but once it started it is big. I have spoken to the fellow in Queensland a couple of times, and he is willing to help, and willing to share work, and the presentation.

Ms RATTRAY - And interestingly, the road safety levy can be set by government without any parliamentary input. It was last time.

It comes to the Subordinate Legislation Committee and we can't do a thing about it. When we are talking road safety, who is going to argue about road safety?

CHAIR - The cost of an injury or a death is huge. The cost of saving lives is miniscule when you consider it.

Mr GILL - When there is long-term recovery, insurance and anything like that.

CHAIR - And the cost to family and friends.

Ms PALMER - I get the feeling you are very impressed with the course that is already set up in Queensland. You wouldn't have to reinvent the wheel, it is in place?

PUBLIC

Mr GILL - I like the term 'reinvent the wheel' and without trying to go through all the work of starting from scratch. I haven't actually seen their program but they are happy to share online and go through the program - what they do, what does work and what doesn't work. They have had police officers do part of the presentation previously, and it hasn't worked because they start going down the tangent of the law. Children ask questions about, what if I do this wrong; but it is about the road safety message.

Ms PALMER - They are different questions when it is a fire officer.

Mr GILL - Yes, they are. A police officer is more the person who is going to pull you over and book you.

Ms RATTRAY - When a fire fighter can talk about a personal experience of attending a crash, that's pretty powerful isn't it?

Mr GILL - Yes. Ambulance has a job, they are patient care, but it is our job to actually cut the person out of the car. Police have overall scene presence as they are the leading authority of the road and the accident and then why is happened. We come in in conjunction with the state emergency service around the state. It is our job to cut the person out of the car and make them safe and secure and the ambulance takes them away.

CHAIR - I think we forget sometimes the work the Fire Service does at road accidents. It is not just police and ambulance - you are there as well.

Mr GILL - That is a big role of our job. Previously, it used to be the Ambulance Service who cut the people out of the car and then they have their workload. It has become our role of cutting the person out of the car and that has probably been in the past 10 or 12 years. That is a big role of ours, not just house fires. We go out as far as Launceston, like Bracknell last night to the job out there.

Ms RATTRAY - My patch.

Ms PALMER - It is something that Josh touched on before. I may have missed what you said about how long has this been rolled out in Queensland, the data and the evidence to back up the impact that it is having on this age group. Were you saying that they are looking at that now?

Mr GILL - Yes, they are conducting it now and they haven't really had anything. I can share something with Rosemary, a newspaper article.

Mr WILLIE - We should follow up as a committee and contact them.

Ms PALMER - Yes, because that is a long period of time. They should have some good figures to show how it is received, how the kids have responded and if that's actually had an impact on the statistics in that age group. Not necessarily even just in that age group because you can have an accident at any time, but just to see what that change has been.

Mr GILL - It will be interesting but I do not know, sorry.

PUBLIC

CHAIR - We really appreciate you coming down. It is great because, as you say, it is an idea but that is how things start. You start with an idea and we do have the Government coming in this afternoon so we can raise these issues with them and ask them questions about their thoughts as well, as part of their submission.

Ms RATTRAY - I wasn't aware until I read your submission that it happens in other states.

Mr GILL - I need to do a little bit more research. I knew Queensland had one and then I googled their Fire Service website to see what community safety messages were around and found Victoria's and New South Wales.

CHAIR - It really just Tasmania and Western Australia.

Mr GILL - I didn't go right into Western Australia, I couldn't actually find it. They may have a program.

CHAIR - They are a world of their own over there. Thank you very much, Adrian, for coming. We really appreciate it. You are welcome to have a look at the Government's submission this afternoon if you want to. Otherwise, it is online once *Hansard* has corrected it and you will be able to read it all and see it as well. Thank you for coming down.

Mr GILL - You are welcome. I appreciate your time.

THE WITNESS WITHDREW.

PUBLIC

CHAIR - Thank you very much, Minister, and your team that has come along with you. Obviously, you don't have to do our swearing in but perhaps you'd like to introduce your team first, and then maybe go along the line and swear in.

Mr FERGUSON - Very good. Thank you, Chair, and good afternoon to the committee and for those I haven't spoken to already this year, happy new year. I am pleased to attend our hearing today. The Government has brought a group of people from different portfolio areas and different departments to support your work. I introduce Gary Swain to my left, Deputy Secretary, Transport and Infrastructure, Department of State Growth. To his left, Mr Martin Crane, General Manager, Road User Services, Department of State Growth. Mr Craig Hoey, Manager, Road Safety, Department of State Growth. Also, Mr Scott Tilyard, to my right, the Chair of the Road Safety Advisory Council and recently retired Deputy Commissioner and to his right, Mr Jonathan Higgins, Assistant Commissioner, Operations, Tasmania Police.

CHAIR - Thank you. Because we are taking sworn evidence, if we could just do the swearing in and then we'll know everyone is covered at the table.

MR CRAIG HOEY, MANAGER ROAD SAFETY, **MR MARTIN CRANE**, GENERAL MANAGER ROAD USER SERVICES, **MR GARY SWAIN**, DEPUTY SECRETARY AND TRANSPORT COMMISSIONER, **MR SCOTT TILYARD**, CHAIR, ROAD SAFETY ADVISORY COUNCIL AND **MR JONATHAN HIGGINS**, ASSISTANT COMMISSIONER, TASMANIA POLICE WERE CALLED, MADE THE STATUTORY DECLARATION AND WAS EXAMINED.

CHAIR - I will introduce the team on this side of the table. We have Jo Palmer, member for Rosevears; myself, Rosemary Armitage, member for Launceston; Tania Rattray, member for McIntyre; Josh Willie, member for Elwick. Our committee team - we have Tim and we have Ali in the corner and we have Lynne on *Hansard*.

I know I don't need to go through the part about parliamentary privilege. I am sure everyone here is well aware that we are protected by parliamentary privilege in this room but not outside, and that the evidence is being recorded by *Hansard* and will be on the committee website when available.

Minister, would you like to start with a bit of an overview and then perhaps members can ask some questions.

Mr FERGUSON - Thank you very much, Chair. Again, thank you for the opportunity to discuss the important issue of road safety and importantly, driver safety.

Between 2011 and 2020, 312 lives were lost on Tasmanian roads and 2695 people were seriously injured. The Tasmanian Government does not accept any level of road trauma in our state as acceptable - that's why the Towards Zero Tasmanian Road Safety Strategy 2017-26 outlines our long-term vision of zero serious injuries and deaths on our roads.

While zero is what we aspire to, our shorter-term target is fewer than 200 serious casualties on our roads by 2026, and this reflects the complexities and the challenges of improving road safety across the state. We certainly accept there are no easy fixes in road and driver safety. There are, however, proven strategies that we know will work.

PUBLIC

To achieve our target, the Government is investing over \$75 million of taxpayers' money in road safety under the action plan which is 2020-24. The Government has a strong focus on improving our roads and encouraging safe driver behaviours and best practice enforcement.

The action plan itself was developed in partnership with the Road Safety Advisory Council, and used independent research and modelling to identify the initiatives that will gain the greatest reductions in serious injuries and deaths.

Through extensive community engagement and stakeholder consultation, the action plan was shaped into six key themes that contain 42 initiatives targeting Tasmania's high-risk road safety areas. Those key themes are as follows:

- Making our rural roads safer
- Improving safety in our towns and cities
- Saving young lives
- Encouraging safer road use
- Making visitors safer; and
- Improving safety through vehicles and technology.

The action plan acknowledges that road safety is a shared responsibility - it falls on every member of our community. We know that best practice infrastructure provides ongoing, long-term safety benefits and an environment that is forgiving of human error or - to put it another way - that mitigates for human error.

Tasmania has a network of more than 18 000 kilometres of roads, managed by both state and local government.

Under the action plan, funding is available to reduce conflict between road users and vehicles and to provide mass action infrastructure treatments on high-speed rural roads.

Under the action plan, the Government has uplifted the Vulnerable Road User Program to \$1 million annually, and has introduced the Safer Rural Roads Program that delivers \$2 million annually for treatments on high-speed rural roads. These programs are grant-funded initiatives that assist community-based road safety at a grassroots level by particularly supporting local councils to deliver their local infrastructure treatments.

The Australian Government is a vital partner here as well, providing support for this road safety infrastructure through its own road safety program, and this complements the \$1.5 billion of existing state road and bridge infrastructure projects for all road users.

We also know that people make mistakes and some undertake high risk behaviours, often deliberately. A combination of education, training and enforcement initiatives, therefore, are important. We need those to encourage safe behaviour on our roads.

One of the Government's major achievements under the action plan is the successful development and implementation of its major first year deliverable, which was a package of

PUBLIC

enhancements to the graduated licensing system. These enhancements create a safer system for young and novice drivers and include the development of the Plates Plus Tasmania platform that Mr Hoey in moment will be able to speak to, the companion digital logbook app and the hazard perception test.

These tools provide novice drivers with the best practice education and communication platform to ensure they are properly prepared for the challenges of independent driving. There has been a lot of progress achieved in the last two years under the action plan, but there are still major road safety challenges facing our community, and I know the committee understands this.

Speed is one of the main risks factors in road crashes, and it is the leading contributor to death and serious injury on our roads. Under the action plan, the Government is working to address the proven problem of speed by establishing the enhanced Automated Traffic Enforcement Program this year. The Automated Traffic Enforcement Program will supplement our existing transport enforcement efforts, particularly through police. This will be through the implementation of eight cameras this year, and we are currently in procurement. The program will also have the ability to increase the amount of enforcement it delivers, and potentially target other offences, such as illegal mobile phone use or not wearing a seatbelt, with these smart cameras.

Put simply, road safety and driver safety is the responsibility of each and every one of us. In closing, I want to assure the committee, as the minister, that we really take this very, very seriously. It is a policy area that is very confronting. We recognise that governments all around the country, going back many years, have always attempted to put in place contemporary evidence-based approaches, but ultimately you need to be willing to accept fresh evidence, and the fresh eyes the committee is bringing to this subject is welcome.

I certainly look forward to the committee's work and your report, and any ideas or recommendations that might be forthcoming. We will be keen to review them and consider them, and also take the advice of the Road Safety Advisory Council.

That concludes my introductory comments. We look forward to your questions, and if the time suits, we have a presentation for the committee as well.

CHAIR - How long is the presentation?

Mr FERGUSON - As long as you would like. I understand it is available to you, and I am advised that around 10-15 minutes would take us through the broad sweep of the strategy and the individual actions.

CHAIR - Would members like to see that first, or ask questions first?

Members - Ask questions.

Mr WILLIE - Minister, as the obvious starting point is, over the last 10 years we have seen improved roads, we have seen cars that are safer, speed limits reduced in areas that were problematic, and improved licensing arrangements and training, yet we are not seeing the road toll and serious crash numbers decrease in any significant way. Why do you think that is?

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Mr FERGUSON - I will ask our colleagues at the table, particularly Mr Tilyard, to respond in a moment, but we are seeing a number of factors at play here. Around the nation, other states and the Commonwealth are also disappointed with the trajectory of road fatalities and serious injuries. Queensland, last year, had one of its highest death tolls in recent years. In a year in which we saw obviously significantly more social distancing, you would have expected reduced trips.

We are certainly seeing more vehicles on the road than has ever been the case. The submission that the acting premier wrote indicated, I think, over those 50 years, we have seen a fivefold increase in the number of vehicles on our roads. There are more people who are driving, and the population has grown.

But the fact that we have seen a disappointing outcome, to say the least - that we have not being able to achieve those continued gains - causes us all to reflect on going back to evidence-based good advice about where our educative actions can be directed, where our infrastructure investments can be directed, and if there are any road rule changes that could improve. We are certainly exploring those things.

There are one or two areas that I would point to, though. One is that by the incremental increase to wire barriers, through some of our very busy highways that are rated at 110 kilometres per hour, we are virtually eliminating the risk, which has been a long-established risk - for example on the Midland Highway, head-on collisions. I think the submission reflected that in the years 2014 to 2018, I think it was, something like 250 impacts have been had by vehicles on those wire rope barriers.

That actually represents around 250 potential lost lives or serious injuries. None of us can ever know what the road toll would have been without these initiatives, but I agree with you. We are disappointed not to have seen the trajectory heading in the right direction in recent years.

Mr WILLIE - So, the government puts it down to more vehicles on the road, and a higher population?

Mr FERGUSON - I am certainly pointing to those as important facts, to understand that the level of activity on our roads is higher than it has been before; but it is certainly no excuse.

The other thing I wish to point to, was that we are seeing improvements in the statistics for young people, which has been quite pleasing. We do put that down to a better education system.

There's going to be many factors at play, and I will invite our experts at the table to provide their own responses to you, Mr Willie. We will be very much guided by good advice about how we can continue to see the gains of past decades being achieved here and now.

Mr TILYARD - It's a good question, because everybody wishes they had the answer. Not just in Tasmania but around the country.

One of the slides that we are going to display, is some of the major road safety initiatives over the last 40 or 50 years. There is clearly a relationship between when those were implemented, and drops in serious casualty crashes.

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For the last 10 years in Tasmania, we have seen a plateau. As the minister mentioned earlier, generally on average, we are seeing just over 300 serious casualty crashes per annum, which, of course, includes fatalities, and that is where we have been fluctuating for some time.

What we are doing, is working - but it is not working as quickly as we would like it to work. That is the reality. We do have a target under our strategy to try and reduce to below 200 serious casualty crashes by 2026, and on current performance we won't get there. We do need to keep doing the good things that we are doing, but we need to be doing new things and other things, as well.

You are right in saying that our roads are safer than 10 years ago. That is a fair comment. There has been a lot of infrastructure work done on our roads right around the state. That's continuing. Major infrastructure works are expensive, and take a lot of time. The benefits do take some time to flow through.

Vehicles are generally safer as well, although we do have the oldest vehicle fleet in the country, as you probably know. The average age of a Tasmanian vehicle is around 13 years. That surprises some people because you certainly see a lot of newer cars on the road, but there is a lot of much older vehicles out there being driven around as well. It is a fair assumption to make that newer cars are safer cars, because of the sort of technology that is being incorporated in new vehicles. That is a bit of difference between us and most of the other jurisdictions around the country.

There has been a lot of work being put into enforcement, by police. One of the areas where we are somewhat underdone, and we have probably have slipped back a little bit, compared to most of the other jurisdictions over the last decade, has been on automated traffic enforcement in particular.

As the minister mentioned, we are just in the process now of reintroducing mobile speed cameras. We haven't had those in Tasmania for about 5 or 6 years. We have got our fixed cameras around the place but, again, we have got relatively few of those compared to what a lot of the other jurisdictions have.

The other jurisdictions have invested more in the automated enforcement area. Some quite significantly, particularly in the urban areas. That is something that we will be looking at increasing here in Tasmania, as part of the current program that the minister just mentioned. Of course, in more recent times, police have been heavily impacted particularly by COVID-19 and the sorts of duties the police have had to perform in airports, Spirit of Tasmania terminals, checking on people in home isolation. Those sorts of things have taken resources that would ordinarily be committed to traffic policing type functions around the state. Not entirely, but there has been a significant impact.

One of the important roles the police play, does complement the Automated Traffic Enforcement program. The automated program doesn't replace what police do it complements what police do. It is enhancing the perception that if you do the wrong thing you will get caught.

Ms RATTRAY - Is that only for speeding?

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Mr TILYARD - For everything, really.

Ms RATTRAY - Does it look at...

Mr TILYARD - For the program?

Ms RATTRAY - Does it look at mobile phones?

Mr TILYARD - The reason it is called the Automated Traffic Enforcement program is because it's not just about the speed, it is about traffic enforcement. The first phase is the mobile cameras that we are deploying. We are already looking at, further down the track, the cameras that detect illegal mobile phone usage and failure to wear seat belts. There are other opportunities with automated enforcement. Some other jurisdictions are already using this technology and have been for a while.

CHAIR - Queensland.

Mr TILYARD - Yes, and others. Speed is the major contributing factor to serious casualty crashes, so it is important that we focus on that first. That we get the mobile cameras out there because people have become complacent. If you have one of the cameras on poles in your locality you know where it is and people slow down for the cameras. We have only 10 statewide anyway. Once we get the mobile cameras out there people will not know where they are going to be on a daily basis and they will be more circumspect with their driving.

What we do know over the last five or six years through high-speed zone monitoring that State Growth does is that average speeds have been creeping up in all of those high-speed zones across the state every year. A big part of that is because we have not been deploying those mobile cameras. People have become complacent. There is a direct relationship between increased speeding and serious casualty crashes. As soon as we get those cameras out, which will be fairly soon, I am pretty confident we will see those average speeds start to drop.

Ms RATTRAY - Definition of fairly soon? It varies a lot around this place.

Mr TILYARD - I will let State Growth answer that because it is conducting the contract negotiations.

CHAIR - It is out for tender at the moment. Is that the case?

Mr SWAIN - We are in the evaluation process. We got some good bids. We're in contract negotiations with a party that we hope to resolve this month, which will see us start to deploy through March. It is imminent, it has taken a lot of work from the team working closely with police.

Ms RATTRAY - I would consider fairly soon, so thank you.

Mr SWAIN - On the various investments which Scott touched on, there is obviously a lag effect with a lot of our investments, not just infrastructure, GLS, motor cycle training, the initiatives put in place. It really takes some time to track through. Road safety is a long, patient game with no easy wins. Regarding the apparent discord between absolute targets and road safety outcomes that are linked to the level of vehicle activity on the network which is linked

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to the amount of economic activity on the network, governments around the nation have landed on absolute targets off the premise that a single death is unacceptable. That takes you to an absolute target even though the road safety literature understands that road safety outcomes do move with economic growth simply because there is more activity on the network.

Mr WILLIE - How does that marry up with other states. Tasmania has the highest deaths per 100 000, yet you would have more activity, more vehicles, more incidences of crashes in the mainland jurisdictions. It just doesn't marry up with that statistic.

Mr SWAIN - I guess it is going to be a factor in each jurisdiction separately in terms of their own economic growth. I think the comparators are really important because they give us targets to strive for but you do have to be a bit careful. Wherever you have big urban conglomerations like Sydney, Melbourne and Brisbane you have generally slower speeds and you tend to have lower crash rates per 100 000 than you do in moderate cities or smaller towns. The ACT, for example, has a very low crash rate because they have a very low car density on their roads and they have a lot of public transport.

Then you obviously have a range of different investments made over time, both in the road network and in road safety initiatives. What we do, and the council does very actively, is look at what is happening in the rest of the country and try to pick the best-of-breed solutions. That comes out of the type of research that Scott referred to. As you adopt something that may be in lag and may take several years to work through. There are a whole range of factors that go into why states are different. It's not meant to be an excuse but it is hard to make direct comparisons.

CHAIR - Thank you. Can I ask a question with regard to the mobile cameras that we're talking about. Are the mobile cameras separate to the cameras for the mobile phones and seat belts, or are they the same? Will the ones for the seat belts be fixed cameras? Obviously they are going to be fairly high to look into the cars.

Mr SWAIN - It's a State Growth project, so I'll let them answer.

Mr FERGUSON - I'll just provide a quick overview and Mr Hoey will respond, because he's managing the procurement. We're at a very sensitive stage right now because we're in contract negotiations with a preferred provider.

CHAIR - I accept that. I just wasn't sure whether they were one and the same, whether the phone and seat belt ones were going to be at different spots. I understand that would be a little bit difficult.

Mr FERGUSON - Mr Hoey will provide more detail, but the answer is that the Government specifically stipulated in the brief that we wanted to see bidders provide detail about the range of functionality with the one platform. How that intersects with the current contract negotiations, I will ask the department official, Mr Hoey, to respond, as much as he's able to.

CHAIR - Thank you.

Mr HOEY - They will provide a range of cameras to achieve mobile phone detection. You're right, they need an elevated camera but -

CHAIR - For the seat belts as well?

Mr HOEY - Yes, the seat belt as well. We expect them to be configurable, so whatever approach they use, whether it's car-mounted or trailer-mounted, they will be able to deploy for enforcement of mobile phones, speed, seat belts at one period and then they might just do speed in another period to achieve a certain amount of hours on the network in terms of enforcement. They'll be quite customisable and deployed in different configurations to enforce the different types of offences that they'll be detecting.

CHAIR - I wasn't sure. Are the ones in Queensland fixed or mobile? I've noticed that they've been out for a while and have done very well.

Mr HOEY - They have a mix in both Queensland and New South Wales, I understand. They'll put them on gantries and also have a mobile approach. A mobile approach is a trailer with an extended camera system to pick up those offences. The issue is trying to get a random deployment across the network, so you get that anywhere, anytime type of -

CHAIR - Do you find that's difficult? Wasn't that one of the problems previously when you had an unmanned camera, or will someone be with it? Wasn't that an issue that the cameras were unmanned and they were having a few difficulties - stolen, vandalised? When you say a trailer, will someone be in the car attached, or will the trailer be left? How is it going to work so that we don't have the same problem?

Mr HOEY - It's still in contract negotiations, so divulging who we're in with -

CHAIR - No, I'm not interested in who you are in with.

Mr HOEY - Since the cameras were last in Tasmania technology has advanced. In most other jurisdictions they use a variety of deployment techniques. They will be car-based, other covert arrangements and also trailer-based, which will be left. They have a more robust environment now with CCTV. They're not getting that sort of -

CHAIR - They're much higher up.

Mr HOEY - It's all to try to have a variety of approaches to create that random anywhere, anytime approach, so the road user realises there's a chance of being detected using a mobile phone or speeding or failing to wear a seatbelt.

CHAIR - Do we still have point-to-point cameras? We did have a couple at one stage. Are we still using those?

Mr HOEY - There was some investigation of point-to-point -

CHAIR - A few years ago we had a couple.

Mr HOEY - That's right. Point-to-point is generally very expensive and you need quite a high volume of traffic to make them cost-effective. In the Tasmanian context, they didn't stack up against other safety initiatives. That would be something to consider under this new

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program. As we get a better understanding of what is going on in the network, there will be some investigation of those areas on the network that would be effective, point to point.

CHAIR - I have more questions, but we can share it around.

Ms RATTRAY - I am interested in more recent data on the age of the fleet. The data that was provided is only up to 2017. Is that the last lot of detail that we have?

Mr CRANE - No, we have further data up to 2021, which talks about the age of the fleet being 12.9 years, I believe, which is the average age of the Tasmanian fleet. There's about 435 000 vehicles in that. That's not the full registered fleet; that's like the family vehicle fleet. That's what we're really interested in. The national average is around 10-point -

Ms RATTRAY - So we're still almost three years older.

Mr CRANE - We are, but there are a couple of things, if I may - through the minister - just add to that.

Ms RATTRAY - Because we know that older cars aren't as safe as new ones.

Mr CRANE - Because of the safety features involved. If you look at seatbelts, and you can see that in 1996 I think it was, that's when the first airbags came in, and then you had the brakes come in in 2005, so you can map those safety features through when they were made compulsory, through the Australian Design Rules (ADR) process at the national level.

Just a couple of other comments on that, though. One rather unique part of Tasmania is that we have the lowest attrition rate in vehicles. When someone buys a new vehicle, they are often more likely to retain their older vehicle as a second vehicle in Tasmania than any other jurisdiction, so we have quite a lot of people having more than one vehicle. Their primary vehicle may well be a vehicle of higher more modern use. They may use that vehicle a lot more than their older vehicle, which is used as a secondary vehicle. That attrition rate is an interesting aspect, and it is part of the work that we are doing around our light vehicle strategy, which will be providing advice to the minister in coming months.

Ms RATTRAY - My mum has a day vehicle, and a night vehicle.

Mr WILLIE - Just on that, that age profile may be impacted by COVID-19, too, because it's very difficult to get a new car at the moment.

Mr CRANE - In the short term, we may see the average age go up a little bit, because of the supply side of new vehicles, and people keeping those older vehicles for a little while, but that's offset by things like being in COVID-19, where probably a lot less trips are taken by some people in terms of the vehicle fleet.

The supply side is a challenge, but if you look at the fleet, over 55 per cent of the vehicles are under that average age, for the basic family vehicle.

Ms RATTRAY - Minister, is the Government looking at any initiatives to actually address the age of the fleet in Tasmania? I know newer vehicles are difficult to come by at the

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moment. At this table we are probably all waiting for a change in our own vehicles that are supplied. Is the Government looking at any -

Mr FERGUSON - Ms Rattray, I would like to reiterate what Mr Crane has shared. There's a variety of facts at play here. The latest data that we have to hand, as Mr Crane has reflected, the age of 12.9 years was as of January 2021, so that data is now just over a year old. I would like to go back and ask the registrar to refresh that. I think we ought to be able to do that and come back to the committee with whatever it is right now. I think that would assist your own consideration.

Ms RATTRAY - That would be great.

Mr FERGUSON - To answer your question directly, I have actually asked for advice on initiatives the Government could consider. Stakeholders have put forward a variety of potential ideas and solutions to support what will become a light vehicle strategy.

Hopefully you noticed in the submission signed by Mr Rockliff that one of the elements in our Towards Zero Strategy is in fact a light vehicle strategy, so that we can actually target interventions around supporting not just the age of the vehicles but the condition of them and the safety. I expect to receive advice on that this half of 2022. When I receive that advice I certainly look forward to acting upon it and announcing initiatives that will support whatever the age of the fleet is. I suspect members here will agree we cannot control that, that is people's choice and their affordability, but we want to support people as best we can to keep vehicles on the road as safe as possible with as many modern features as possible.

Ms RATTRAY - Minister, earlier today we had representation by a very proactive community member, TFS employee, Adrian Gill, who shared with the committee a couple of initiatives that are well under way in other jurisdictions, Queensland, New South Wales, Victoria and South Australia for educating young people in schools. Years 10, 11 and 12 specifically. New South Wales has Rescue Ed Express, South Australia has a road awareness program called RAP and Queensland has Road Attitudes and Action Planning.

This is where those employees that are perhaps on their rostered days off go out into schools. You may already be aware of it. I was very encouraged by what I heard today. I am interested in whether you are aware of any of these programs. Have you given any consideration to working with the TFS to look at opportunities to deliver a safety message to those young people who are going to be our road users?

CHAIR - Adrian mentioned that it was fireies giving the message as opposed to police. Nothing against police but the fireies were seen as friendly, obviously they weren't seen as the police. They felt that on many occasions having the fire service going into schools and delivering the message was not as confronting as an officer coming in. In the other states, as mentioned by Ms Rattray, the fireies do it.

Ms RATTRAY - Obviously it needs funding.

CHAIR - It needs funding. I don't believe you can expect officers on their days off to go in on a volunteer basis. It would need some form of funding. Mr Gill felt it would save lives and educate students, We can email you a copy of his submission, particularly the PowerPoint, today. He estimated about 10 000 student and about 100 sessions with 100

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students at a time in the state school system. Would that be worth considering? I am happy to send that on to you.

Ms RATTRAY - We know that road safety levy can always be increased by government.

Mr FERGUSON - Thank you for both the questions, which are complementary. I'll ask Mr Swain to assist me with answering. Every state does things in a way that is specific to their own needs. Many initiatives are duplicated across different states and territories but bear different branding or different names of their programs. I really would be keen to have a further look at that. I will share the extent of my knowledge, which is that we do have a similar program in Tasmania. The extent to which TFS are actually involved in the Rotary Youth Driver Awareness program I will need to check. I am aware that first responders in the SES and, I believe, the fire service have been involved in the past. I would like to check the extent to which that is still the case.

We encourage year 10 students from all schools, government and non-government, to attend those Rotary Youth Driver Awareness programs, we call them RYDA. To reflect our encouragement of it, you all know that the Government has increased the mandatory log book hours from 50 to 80 hours for learners. We have recognised that if you'll do the Rotary Youth Driver Awareness course we'll credit you the time that you spend there for your log book. It is an encouragement to take the course, to spend the day, noting that I think that they are in school days. If you are a year 10 you might argue you get double value. We are encouraging students to take those opportunities.

Ms RATTRAY - Is that right across the state, minister?

Mr FERGUSON - It is north and south.

CHAIR - Not mandatory, obviously.

Mr FERGUSON - Not mandatory. It's up to the schools to participate. It's up to the individual students, no doubt with their parents to sign permission forms, but if they'll do it we'll credit them. I think it's the 10 hours -

Mr TILYARD - I think it's four for the day. There are over 50 000 Tasmanian students who have already gone through that program, well over 50 000. It's been operating for quite a few years.

Ms RATTRAY - This initiative that's been proposed could actually be another level of that education process on top of it.

Mr FERGUSON - Well we'd like to consider that. It's an inspired concept and we'd be very happy to have a good look at it. I just want to mention as well that Plates Plus is a new initiative that is part of the graduated licensing system changes that we've implemented. This is now a four to five-hour course, which is online, self-paced. It has questions throughout the course material.

It's actually the new replacement, if you like, for the historical knowledge-based test that you'd take at your Service Tasmania. It's again more time with people looking at real life situations. Very video heavy and concept based with real streetscapes that people can

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experience and I'd encourage you all to have a look at that. If you'd like a briefing on it separately at a workshop, we'd be only too happy to offer that.

I will just invite Mr Swain, or Mr Tilyard, if you wanted to say anything further in response to first responders, who often, like TFS, or SES, in regional or city areas are doing the road crash rescues and the potential input from them. I'm comfortable with you saying whatever you feel is your own view on that.

Mr TILYARD - Thanks, minister

Ms RATTRAY - Are you aware of those programs?

Mr TILYARD - I certainly am, because police have been involved in those since its inception. Police officers go along as part of that day with their students and there's a whole range of different subjects that are covered. I'm not sure that the fire service doesn't have some involvement as well, because I think part of the day is actually setting up a crash scene and talking about it. One of the important conversations that police have with the students is, obviously the trauma and having to knock on the door and tell the family that there's been a fatality and that has a pretty big impact with a lot of the kids, which is obviously not one of the functions that fire perform. I think -

Ms RATTRAY - and an impact on officers having to do that. They often know the families.

Mr TILYARD - Yes, that's exactly right. My understanding is all first response organisations are involved. Ambulance and SES are certainly involved as well and they have car crash victims come in and talk to the kids and I think they've even had parents of lost children in road crashes. So, it's a well-established program and very well patronised by the various schools around the state.

Ms RATTRAY - Obviously, it has been mentioned and certainly Mr Willie understands well already the challenges with delivering the curriculum that's already in place. This is something else that has to be put into the curriculum for 11 and 12s, so there would have to be some negotiation with the Education Department, minister. To say, 'that's an initiative of the school', perhaps it's something that should be mandated through the school curriculum. Thoughts.

Mr FERGUSON - It's a good thought, so thank you for that and that might well be something that the committee could consider but we get excellent engagement. I think it's fair to say that the Rotary organisation, nationally, takes a lot of pride in this program. It's seen as very successful. Great engagement and to correct the record, it's offsets our five credit hours for learners who will take that awareness program, so we're both wrong.

Can I just quickly add as well, just one last very rapid point. Not only at the RYDA courses do we get great engagement. I've been and witnessed those courses and as an ex-school teacher, myself, once a school teacher always a school teacher, I must say I was stunned and pleased to see the interest by the students throughout the time. One of the things that struck me was not just the discussions by the first responders but actually simulation of a crash involving a pedestrian, which is pretty confronting. I think it's that kind of interactive mode

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that Rotary have tapped into that really does bring home to young people the real risks of going out on the road.

Ms RATTRAY - So, it doesn't rely on a Rotary club in the community to deliver this? It's just some funding because -

Mr FERGUSON - It really does rely on Rotary.

Ms RATTRAY - We don't have Rotary clubs in every area. I know my St Helens Rotary Club has actually gone into recess so we just don't have that community connection any more in all areas.

Mr FERGUSON - It's Rotary's initiative. It's not a government initiative but we really support it and Rotary are successfully offering it north and south and the concern that you're expressing about individual Rotary clubs, I don't believe is a current concern by the Rotary Youth Driver Awareness (RYDA) proponents but obviously one to watch.

Mr WILLIE - Any program like this it's important to have an evidence base that is working so is there any evaluation that's been done on the program? Are you tracking the participants against their involvement in serious crashes over a long-term trajectory?

Mr FERGUSON - Mr Hoey will respond but I invite you, Mr Hoey, to deal with the crash statistics around the younger cohort as well while you are answering that.

Mr HOEY - Certainly. If I answer the RYDA first, under the current Road Safety Action Plan, funding is made available to Rotary Tasmania to offer these courses across Tasmania. They are quite extensive. I believe that they extend as far as Smithton and they venture to King Island from time to time.

The offset has proven very popular in terms of engagement with young grade 10 students as the target audience. RYDA is offered nationally and there are a number of national programs done in different states. RYDA is probably one of the more extensive ones done across Australia. They have a board and a strong evidence base and they do an evaluation on a year or every second year. We've just had a presentation that we could provide to the committee on the most recent evaluation of RYDA that indicated a very strong engagement, ongoing awareness of those elements that were included in the RYDA program and some road safety benefits in the longer term. That's a little bit more difficult to measure because of the extensiveness of the evaluations that are required. Rotary provides that service in Tasmania and it is very popular.

I will expand a little bit on the action plan in that respect. The education components under the Road Safety Action Plan extend from Kidsafe Tasmania which is assisting parents with babies to be able to understand how to put child restraints in through to Bicycle Network Tasmania. The RACT did some funding under the action plan the government makes available. Driving for Jobs is another program. The Learner Driver Mentor Program is another program as well in a full year is a complement under the Saving Young Lives theme to provide education and services at each aspect of a young person's development as a road user.

Mr WILLIE - Back to the Rotary program, is the Department of State Growth tracking the participants and their involvement in that program and then potentially having a serious

crash and then comparing that to the general cohort that may not have participated in that program?

Mr HOEY - To answer your question - no. We rely on the RYDA evaluation in terms of the evidence base for the course and the course content as being the best practice in terms of road safety education. The relationships formalising under the action plan provided a longer-term funding opportunity for Rotary for the first time and that enables a bit more certainty to deliver that course over the five years of the action plan. They also provide their numbers to the department in terms of the number of people attending the course. As I mentioned, the incentive, in terms of the offset, has proven very popular as a student-driven approach to attending the course.

Mr SWAIN - Just to add a bit more detail which might be useful. Generally, in the selection of initiatives, it is evidence-based so we will have a look under each of the pillars of safe systems what are the possible initiatives. Then there's modelling work usually that will go to what potential impact might they have on the road safety target or moving towards the target. Then for individual programs that are supported by us there is a general evaluation of each program and where that's provided by an outside provider, it's often dealt with in the grant deed so there are requirements to provide information to cooperate with the evaluation processes. There are sometimes variations if you are hooking into a national program that is set up in a particular way. You don't necessarily have a free rein to set it up in the way you would if it was a state-based program, but as a general rule all the significant programs get evaluated.

Ms RATTRAY - Can we have a list of schools that that's been presented to, and the quantum of money that is provided to Rotary for that initiative?

Mr FERGUSON - Yes. We would be happy to provide that information and any other related facts that might be useful.

Mr WILLIE - You mentioned saving young lives. There is rural roads, improving safety in towns and cities, safe road use, making visitors are safe, and improving vehicle safety.

How is the funding determined? How do you know where to put it? I think a road safety levy generates \$14 million per year. Two-thirds of that goes to higher value infrastructure projects. How is all of that mixed, determined? What is the rationale behind the funding for the education component?

Mr SWAIN - It's really what I was saying before. When we go to get some advice to put together an implementation plan, we will look at what are the potential reductions in loss of life and serious casualties associated with measures, and we use that to allocate funding between the major streams, in this case, the six streams that make up the implementation plan. Then we do the same thing within those streams.

So, within a stream we say that there's potential to carve it up this way. What are those initiatives targeted at? Does that correlate to where the serious casualties and deaths are occurring? And what is the potential reduction in casualties and loss of life?

There is a lot of discussion around evidence-based policy but road safety is an area where it is very strongly embedded at a national level as well as Tasmanian.

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Mr FERGUSON - I think there's one thing that I would have to emphasise - Mr Tilyard might care to add - is that these things are recommended to government especially through the Road Safety Advisory Council working with the Department of State Growth. We certainly don't make allocations in a silo. Not only is it a sense of team, but it is also a consensus-based approach even before it comes to the minister for consideration.

As everything, you do your best to target the resources to where the need is - to where the risk is. We hope to get that balance right. Mr Tilyard, is there anything you would like to add?

MR TILYARD - I think you have covered it well. There is a lot of work done, particularly within State Growth, and a lot of consultation and discussions with police as well, in terms of what is the most appropriate allocation of the funding in terms of the risk areas, and the main themes under the action plan.

Certainly, a lot of thought goes into where we will get the best value for our money. It is always great to have more money, but we have to prioritise it and best utilise the funding that we have. A substantial amount of funding is committed towards the current action plan, but it is not an endless bucket of money. We have to research and apply our thinking to how we can get the best value for the Tasmanian community in terms of enhanced road safety outcomes. That is what these decisions are made around.

CHAIR - In the Tasmania Motorcycle Council's submission they quoted that motorcyclists are continually being told by government departments that they are over-represented in accidents compared to other road users, but they don't believe they get a lot of assistance in providing road safety programs for motorcyclists.

Do we provide a lot of funding for them to have road safety programs for motorcyclists?

Mr TILYARD - I can make an opening statement on that.

Motorcyclists are over-represented compared to car drivers in serious crashes. Obviously, they are more vulnerable than car drivers. You are not as well protected on a motorcycle as you are in a vehicle. The potential consequences of any crash are potentially worse for a motorcyclist.

That is one of the reasons the graduated licensing system for motorcyclists has been reviewed in recent years. There is a completely different approach now to what there was years ago when you could turn a certain age and get your motorcycle learner's licence, then hop on a bike and away you go.

Now there is a course that people need to do.

Ms RATTRAY - It is a very good one.

CHAIR - Is there more money for more road safety programs? They thought there is not; that there needs to be more advertising and education. I just wondered about your comment on that?

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Mr TILYARD - There has certainly been advertising. You may have seen some recently in relation to the changing nature of Tasmania's roads. You can't beat Tassie roads. I don't know whether you have seen any of that through the commercial television networks or social media, but that is certainly a recent campaign that we have run.

Tasmania is a favourite location for motorcycles from around the world, not just around Australia. In normal circumstances we have people coming from overseas because they want to ride on our roads, which is a great thing. I ride a motorcycle myself, so I can appreciate where they are coming from.

There are also other programs that the council and the Government support. One of the programs prepares young people who don't have access to the proper riding equipment and those sorts of things. A partnership with Glenorchy City Council equips them with jackets and helmets and gives them that motorcycle training experience.

Ms RATTRAY - Is that only available in the south?

Mr TILYARD - Also in Launceston.

About 60 young people have already been put through. I believe we are looking at running another program out there as well.

So, there is certainly work being done in terms of better training for potential motorcyclists, as well as advertising and education on how they need to be responsible on our roads.

It is an area we need to keep working on because the motorcycling is becoming an attractive thing for more people to do. You see more people out on the roads these days on motorcycles and we want to make sure that they are as safe as they can possibly be because as I say, they are more vulnerable than your average road user.

Ms RATTRAY - Thank you. Sometimes we are a bit older than the young ones when we start.

Mr TILYARD - One of the things that is often mentioned is that you have these people who are getting back into motorcycling after many years. I fall into that category. Of course, we already have a licence so we don't necessarily do these courses, although some people very wisely decide to do that. Everyone I have spoken speaks of the merits of what they have learnt coming through that course.

Ms RATTRAY - It makes you a better vehicle driver because you are more aware of your surroundings.

CHAIR - It's like your boat licence, you don't dare let it go.

Mr SWAIN - The specific targeted programs that Scott has talked about in relation to motorcycles are very important but it is also important to keep sight of the fact, which the member raised earlier, that many of the programs under the Road Safety Implementation Plan benefit all road users. So, 70 to 75 per cent goes to infrastructure, wider shoulders, better line

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marking, better road surfaces. They benefit all road users. The automotive enforcement through the cameras that we already talked about and other speed initiatives benefit all users.

Ms RATTRAY - Did you say 75 per cent? It is 61 in my graph.

Mr HOEY - It's approximately around 70 to 75 historically. It is not, as Gary mentioned, the way in which the council advises Government. It has to look at what initiatives are best placed to improve road safety against our crash profiles so it varies a bit. But that is the order of magnitude in terms of the investment - infrastructure versus behavioural programs.

Mr SWAIN - The percentage is down a little at the moment because the Government's general capital program is so high.

Ms PALMER - I want to ask about mobile phones. I don't know if we have had anyone come before the hearings in Launceston or Hobart who has not mentioned the impact of driver distraction via mobile phones.

Great to see that cameras are going to be rolled out but I am wondering if there are other strategies. Is that on your radar? It does seem to be a constant issue. Whether it is our 'lollipop people' managing crossings outside schools or whether it is representatives from the bicycle groups. It does seem to be a common theme that that is a major distraction for drivers. What's their plan here?

Ms RATTRAY - It has been suggested that they should be confiscated immediately.

Ms PALMER - I wasn't going to tell you what their suggestion was but the member has. But just wondering, is that on the radar? What's the plan there?

CHAIR - Trail bikes with cameras as they do in WA.

Mr FERGUSON - I think we might propose that assistant commissioner Higgins might respond. I wish to say briefly that we have made some changes in this area as part of the graduated licensing system, Ms Palmer. Thanks for the question. Mobile phones are a massive source of distraction and inattention, which is one of the top three in the fatal five in terms of your statistics as causes of crashes or contributing causes.

One of the things that we've most recently done is brought into place a new rule that there can be no use of mobile phones whatsoever for learners or P1-licensed drivers. Previously they've been allowed to use a mobile phone on bluetooth only, hands-free. We've even dealt with that. We want those learners and P1s, in particular, to focus on their driving and not a device, even if it's remote and hands-free. Of course, adult drivers and P2 drivers can use bluetooth through the rules that apply to all of us. The rationale for that, of course, was a P2 is a more advanced provisional driver. We want to prepare them for being a fully licensed driver.

I will also briefly add that state, territory and federal transport ministers will be meeting next week to consider a national road safety strategy. As part of that there's a lot of consideration being given to future design rules around vehicles and interfaces, and mobile telephony is part of that. So, what if I now throw to the assistant commissioner.

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Mr HIGGINS - Thank you, minister. It would be fair to say it's an ongoing frustration for police when they see it, which is why we use a range of tactics to enforce it but also to educate as well.

Three years ago we brought in unmarked motorcycles - you mentioned the cameras - with a camera on them, so they could actually go, with lane filtering, up through the lanes and see people and get them on their phones as they're stationed at the lights, which is one of the big bugbears. I'm thinking of the crossing guard talking about someone - they were stopped, waiting for him on the phone. That's part of it.

The other part is with our marked fleet as well and that ability to actually get up next to vehicles and see it without a motorist realising they're there. That's a very effective strategy as well. Another strategy we use, particularly in the towns and the cities, is having two people stationed, whether it's plain clothes or uniform, it actually probably doesn't matter, and having them at one light, detecting and pulling up further down the road. That's quite effective as well.

It's certainly a frustration and a challenge to enforce. The ability to be able to turn around in traffic can be quite difficult but that's the importance of having the cameras as well, to be able to capture that evidence. Motorcyclists tend to have them on their fronts or on their visors, on the sides of their helmets, to actually do that. That's certainly a priority for us. Inattention is one of the fatal five as well and we do target mobile phone use.

Ms PALMER - Thank you.

Ms RATTRAY - We had a very astute gentleman this morning suggest that there should be a special court for traffic offences, that they should be pushed through in a more timely way than they are because of the nature of some of the traffic incidents. Do you have a view or is that something you've not exercised your mind to, minister, at any stage? We have a children's court, because I asked about the practicality of that and how that would be seen in the community as taking preference over other court areas. Do you have a view?

CHAIR?? - And this other idea, you might add, about the defensive driving courses being mandated.

Mr FERGUSON - We're looking at each other here to decide who should answer it. It's not an idea that's been put to me before. Of course, I wouldn't be the minister responsible; it would be our police minister and or our justice minister who would consider that. That would be a fairly significant policy shift and I'm not sure, in the question, that I've heard a strong argument about what benefits that would provide or at what cost to other court services. But like anything, we need to have fresh eyes on a range of policy levers. If there's an evidence base that could support better road safety outcomes, we would certainly consider those. That feels like an idea that is not super valuable but I would invite Mr Tilyard for his own point of view.

Mr TILYARD - Thanks, minister.

Ms RATTRAY - We know how difficult it is to get through the court system and I acknowledge that.

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Mr TILYARD - Again, this is only my personal view, and I have worked as a prosecutor in the courts, some years ago now, but there are already traffic courts within the current court system -

Ms RATTRAY - There you go.

Mr TILYARD - and there have been for many years that deal with traffic matters, including mobile phone usage. If people plead not guilty, then it goes off for a hearing before a magistrate.

People have strong views on issues like mobile phone usage. I feel that there could be a benefit to having a court dedicated to certain things. I know that, for example, former chief magistrate Michael Hill was a long-time proponent of having a drink-driving court, which I'm sure he'd still be keen to see happen at some stage. And some of the jurisdictions have dedicated family violence courts. From time to time there are important social issues and people call for dedicated courts specialising in this type of offending behaviour.

Personally, in the context of some of those other issues, I don't think there would be a substantial benefit in having a dedicated mobile phone usage court. I think that's adequately catered for in the current system. But again that's my personal view.

Ms RATTRAY - It's always a good opportunity to test some of the suggestions that are being put forward. The other initiative that's been put forward is a mandated defensive driving course for all licence holders. Is that something, and I'm sure that's something that's been -

CHAIR - I think it was for offenders, wasn't it? For offenders in the traffic court. Yes.

Mr FERGUSON - Okay, that's interesting.

Mr TILYARD - Just a comment. I think back to what was a common feature of our justice system, particularly when I was a prosecutor, and that was a prescribed course that people were sent on if they were caught drink-driving. That course ran for many years but ultimately it was discontinued. One of the reasons behind it was because of the mandatory element. I think to genuinely learn you've got to want to learn. We were sending people along to these courses who quite frankly didn't want to be there or didn't feel they needed to be there, and often they were quite disruptive to other people who were going there and happy to be involved. That's one of the underlying issues with any sort of mandatory training like that.

Ms RATTRAY - Now we have a mandatory interlock system for third offenders.

Mr TILYARD - True, although because that's technology that's a slightly different issue, with respect. If you're sending someone along to educate them, they've got to be receptive to learning and that's one of the challenges with the mandatory element. If people are being forced to do something then for a lot of them, the outcomes is probably not going to be that positive.

Mr FERGUSON - I'll jump in here if I may, Chair. Mr Crane who manages Road User Services, I wonder if you would make some comments about the role of the registrar when it comes to people coming back onto the fully licensed system and what powers he or she has - in this case, he - to impose special laws?

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Mr CRANE - Thanks, minister. That's right. A few years ago, we passed some legislation to introduce a case management approach to licensing, so we now have case managers who look after individual licences. That was really to make sure that individual people, we're taking into account what their individual circumstances were. Under the powers of the registrar, the registrar can make decisions around conditional re-entry into licensing, which could include going to a particular course or something like that if that was deemed to have a benefit in that situation. Depending on what their offences were in the first place in terms of whether they were excessive speeders, they had lost their demerit points several times. There are people in Tasmania who have done that and who have gone through and clocked up. There are opportunities for a tailored approach from the registrar to apply some conditions. It is all about driver safety for the driver but it is also the rest of the travelling public and it is an opportunity for someone to get back to the relevant standard that we want them at to be safe on our roads.

Ms RATTRAY - Does that happen very often? In my circle I have never heard anyone say they have any conditions on their licence.

Mr SWAIN - We can do that. It is a tailored thing but they are available to the registrar and they certainly can do that in the number of people they can have in a vehicle. They can put a condition that sometimes, particularly when people are struggling at the end of their driving life, they may need to have a supervisory driver. There are challenges. The whole purpose of that model is about safety and keeping people on the road for as long as possible while they are safe to be on the road for themselves and the rest of the travelling public.

Ms RATTRAY - I was thinking more about offenders rather than people who have reached that stage in their life where they only need to drive to their local store and home again and don't travel at night, that sort of thing.

Mr SWAIN - They can have that condition placed on their licence. There are opportunities in the roles and responsibilities of the registrar to have a tailored approach to bringing people back in that could include the use of additional training.

Ms RATTRAY - Perhaps an initiative could be a licence is a privilege not a right. How many times do we hear that but people don't seem to heed it? I know that is not a question, Madam Chair.

CHAIR - That is alright. We have lots of questions still to go. I might veer from the police side, minister, to some questions we have. This is from an engineering officer in the Traffic Infrastructure and Assets Network of the City of Launceston. He wasn't there on behalf of the council. He was there as an engineer who works for the council but he did have some questions. He was saying he was unhappy with the crash data available from the Department of State Growth in recent years that local councils were no longer able to access RIMS, inhibiting the ability to understand crash patterns at intersections so no longer a contributory factor column in the data generated.

Are we able to get an understanding of why the councils are no longer getting that information which is making it much more difficult for them to understand the crash patterns and obviously seek black spot funding and other funding?

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Mr HOEY - As I understand it over time the RIMS has evolved. Some modules have been included and some modules are no longer accessible to engineers. We would need to look and talk to the engineer directly to see what we can do in terms of providing the crash data he was particularly after. As I understand, local government can still get direct access to the RIMS and it may be some modules that -

CHAIR - There is some information not there now and as he says, there is no longer a contributory factor column in the data generator so there is information there that, as he pointed out to us, was important and that was no longer available.

Mr HOEY - I am not aware of that.

CHAIR - Perhaps we could get him in touch with you and pass on your email address, if that is alright, minister?

Mr SWAIN - RIMS is a legacy system. There is a need to replace it and upgrade it. That is not unique to Tasmania. There is a project for data alignment and potential national system creation that has been run through Austroads. We are still using RIMS but we would like to see if that Austroads process will generate a national system that we can access and we will probably know that later this year. It is a matter at the moment of managing RIMS because there is a potentially significant benefit in accessing a national system if Austroads makes that decision. As we discussed, we may be able to get the relevant data to this engineer in a different way.

Ms PALMER - I affectionately referred to a lollipop person before but the correct title is a school crossing patrol officer. We heard from this person as an individual, not as part of the department, talking about how they take their lives into their own hands at times. It's a very vulnerable space, where we have children as young as three and a half, or four, using our roads at specific times.

One of the initiatives he put forward which resonated with me personally that I would like to put on the record and put it to you is to have flashing lights on the end of the stop signs that they use. This gentleman was very clear in saying driving distraction, that people just don't register where they are, on the phone, talking to someone, whatever that distraction might be and the moment that you do see a red flashing light on our roads, it does draw your attention. I was wondering if that was something that could possibly be considered to try to offer another level of protection against driver distraction for these people. Their job, for two hours, three hours every day, is to get our kids to and from the safety of the school grounds to however they're travelling to and from school.

Mr FERGUSON - I think we will say that we would be happy to consider such an idea. It sounds like a classic suggestion that fits with our safe systems philosophy, which is that we want each element of the pathway on road use to be as safe as possible and then you mitigate for human error and human bad decisions. I'm happy for Mr Tilyard, or Mr Crane, who runs Road User Services to respond further but we won't commit today. There might be some reasons that that's not the best idea but we'll take it on board as a concept worthy of further consideration and response.

Mr CRANE - I think that's right, minister. We'd like to have a look at that as an option and see how it would actually be operationalised and then we could trial something like that to

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see whether we could get a better response from drivers, to get that distraction part of it down. They are a really important part of our safety approach for our most vulnerable people, our young people and they do a great job out in the community.

More recently, we have been supporting them with using our transport inspectors with their blue and red flashing lights at certain schools when we have issues. We always report issues to police when we need to, in terms of following up those drivers that may have driven through a crossing site. We take it very seriously and I think any incremental or small improvement that would actually assist in solving that problem would be worth looking at, so we're happy to take that on board.

Ms PALMER - This patrol officer certainly said there was a very different display of behaviour from motorists when police were present, at intersections. So I'm thinking if you can have that they could actually have - it's an impossible scenario to have police at every crossing intersection across our schools, but it is a bit of link to what people see as a bit of authority. I thought it was a very good suggestion.

Mr CRANE - That's why the transport inspectors are the only other people that can have the red and blue flashing lights. We put them on at those sites where we've had a couple of incidents and we do see a moderation of behaviour because of the red and blue flashing lights. It definitely brings people's focus to the job at hand, which is driving safely through those spots.

Ms RATTRAY - We also heard, if the member doesn't mind, that there isn't any feedback to those - the lollipop people, if they put in an incident report. We just felt that they would like to know if something had happened or there had been a follow through on those incident reports. They've not ever received anything back from their incident report. Is that possible?

Mr SWAIN - Well it's possible but it shouldn't operate that way. It's possible that that's happened in individual cases but we now have a system called Lucidity for work, health and safety hazards and incidents and there's meant to be a feedback loop. We have a lot of school crossing patrol officers and this is the experience of one. You generally can't sign-off an event until the relevant actions have been completed, which includes feedback, but I'll take that on notice and look into that.

Ms RATTRAY - Much appreciated from this committee, but also I feel sure from those people who do that wonderful work.

Mr HIGGINS - I did actually see that this morning, so I did have a snapshot look as to what happens and there is a good relationship with State Growth passing those incidents onto police. It doesn't always result with people going to court but of the half a dozen I pulled out straight away to have a look from northern and southern districts, which are both in my commands. Those particular instances over the last six months or so were allocated to an officer; they were followed up by a crossing patrol officer who was contacted. Also, the person alleged to be driving is also visited and spoken to. It is an educative behaviour change, which may not necessarily result in court. No one wants to go to court for those type of things. I was pretty happy that this is happening. But that does not happen in every case.

Ms RATTRAY - Right, so our witness has been one who has been overlooked.

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Mr SWAIN - Just in case my last answer was confusing: I meant some of the matters will be referred to police, which is what Jonathan has talked through. There will be others that aren't as severe but they still should get some feedback through our internal processes.

Mr FERGUSON - This is a really important area. Just yesterday I spent some time with a patrol officer and a group of children at St Thomas More's Catholic School in Launceston. It was great for us together to promote the Love 40 campaign, which we have seen as one of the great stand out campaigns that has been initiated by government and the Road Safety Advisory Council. Just reminding all of us, that with two months away from the habit of driving more carefully, more slowly around schools. We need to rehearse and reinforce that message.

One of the things that I have asked the department to do is to give me some advice on equipping our patrol officers with body worn cameras, in the same way that police officers are, for those rare occasions where somebody has done the wrong thing. They might have gone through when the stop signal was raised, or might have shown some aggression or it might appear that they are going too fast.

I have just asked for some advice on the feasibility of equipping those staff members with body worn cameras, if that would assist in allowing a higher level of enforcement - noting that we cannot have police at every school during each busy period. So, that is happening in the background now. I look forward to receiving that advice and potentially acting upon that.

Ms RATTRAY - Is there any consideration for Loving 30?

Mr FERGUSON - You have to drive to the conditions. The message we really strongly made yesterday was that 40 is the limit. It is not that you should drive at 40. We've modified our message a little this year to make it clearer that we don't just want people to remember 40, we want them also to remember to drive to the conditions here and now.

I do not have any different advice apart from what I have shared. It is yet another reminder that all of us, whether we are in government or not, independent or opposition, we have opportunities to spread these messages to our constituencies. We've all got deep reach into our communities.

We need to remind our community that we will do our job in the parliament but we all need, all half million of us, to take a stock of the daily decisions that we make. We made that point yesterday: that you may well need to drive a lot slower than 40, a lot slower in some circumstances.

CHAIR - While we are talking about 40, another comment that was made by several people during our hearings was the 40-kilometre per hour limit on the highway when it comes to slowing down for emergency vehicles.

The concern was raised that, occasionally, a vehicle will be coming around the corner legally doing 110 kilometres per hour when, all of the sudden, there are flashing lights when someone has been pulled over, or where there is an accident. There could be a variety of reasons for the flashing lights, but they all of the sudden have to step on the brakes, which can cause some serious consequences. A car behind them may all of a sudden run up the back of them. Or, with their brakes, they veer to the left, they veer to the right.

PUBLIC

In some states I think now it goes up to 60, rather than 40. Has consideration been given that maybe 40 kilometres per hour is causing a little bit of grief on the highways? Should it be a little higher? Or are we sticking with 40?

Mr FERGUSON - Thank you, I invite the assistant commissioner to jump in and say whatever is his and his department's view.

The Government introduced this rule, I think it was, in late 2018 and made law in 2019. We introduced new changes to the road rules to require drivers to slow to 40 kilometres per hour when passing emergency services vehicles displaying a flashing light or sounding an alarm.

At the same time, we said that we would monitor this closely and do a formal evaluation. The committee and your witness will be interested to know that the review has been conducted.

As a result of the evaluation the Government intends to amend the rule to require drivers to slow to 40 when passing a stationary or slow-moving roadside assistance vehicle. That was the request by an organisation like RACT to be included in the rule. But it is also intended that we will clarify that slowing to 40 kilometres per hour on high-speed roads is required unless it is impractical to do so.

An example of a situation where it may not be practicable for a driver to slow to 40 kilometres per hour on a high-speed road would include when slowing to 40 would likely cause the driver to collide with another vehicle in front or behind them or a pedestrian or where it is simply not possible for a heavy vehicle to rapidly slow to 40 kilometres per hour. It is a clarification that is intended so it is not seen as a hard and fast rule; you must slow to 40 kilometres per hour and you must do it immediately. It is about providing clarity. That is the expectation unless there are some good reasons why that in itself wouldn't be safe to do.

CHAIR - That covers coming around the corner and, all of a sudden, you can't possibly slow to 40 kilometres per hour without slamming on the brakes.

Mr FERGUSON - This would be a clarification that supports a common-sense approach here.

Mr HIGGINS - I agree with the minister's comments. The clarification will be important. From my perspective, slowing down is important for members, community service workers and, in the future, some of the breakdown-type services as well, for their safety and the safety of the people they are dealing with, whether it is police having pulled over a car for speeding or a crash or anything else that by slowing it is increasing the safety of those people.

CHAIR - If practical to do so.

Mr HIGGINS - If practical to do so.

Mr CRANE - When we introduced the original changes in 2020, we had a very successful education campaign. If we were to change this we will have another education campaign to advise the public of the amendments to legislation to make sure that is part of the way we do our business.

PUBLIC

Ms RATTRAY - In your submission the Towards Zero Action Plan 2020-24, you talk about making visitors safe. Most of us who are fairly regular road users still see many people driving hire cars stopping to take a photo of a porcupine wandering across the road or something in a paddock that they haven't perhaps seen before. How do we get the message across that it is not safe to do those type of things? We have talked about putting notices at airports and putting something in a hire car or putting a notice on the *Spirit of Tasmania* that these are our road rules; you need to be more careful. But I don't see it hitting the mark. Is there something that the Government or the advisory council is doing to address this issue?

Mr HOEY - Under the action plan, with the key theme of making visitors safer, we are considering three aspects: interstate touring motorcyclists, who are an issue on Tasmanian roads so it is targeting them, particularly through the *Spirit of Tasmania* and engaging with visiting motorcyclists when they make their booking and throughout their journey on Tasmanian roads.

Ms RATTRAY - Are they all mandatory things that are done? Is it mandatory to provide that information?

Mr HOEY - We work with the TT-Line to include information when motorcyclists book. There are some touring maps that are provided to all visiting motorcyclists. They were prepared in conjunction with the TMC, which is actively engaged in this area. But it is of an advisory nature. It is trying to target and work with visiting motorcyclists so they understand Tasmanian roads.

Then we have international tourists. They are targeted through the airports, the hire car industry and through tourist operators when they are trying to get information. Once again, it is advisory, but it provides information about local road rules, conditions and what people might expect in terms of driving distances and so forth.

The third group, they are sort of more your backpacker, new to Tasmania, university students. Once again, information about road safety but also balanced a bit there with buying a vehicle or -

Ms RATTRAY - Try and get one that's roadworthy, that would be handy.

Mr HOEY - Yes. Those are your obligations about licence arrangements and registration of vehicles. So, it is advisory but it is targeted and the materials are all developed specifically for those target audiences.

Ms RATTRAY - So you don't think it should be mandatory, minister, that that information actually be presented to those people? I know people come in late at night and they're picking up vehicles. They probably often don't even see anybody when they collect their vehicle if they've come in on a flight. But is there some way that we know that they receive the information? Advisory just doesn't seem to be working.

Mr FERGUSON - I don't know if it's not working. I'm not in receipt of that advice per se. But I think it's an example where, for example, we could pass a law mandating that a person must receive it, must read it, must agree that they've read it - and potentially it may not quite lead to the actual absorption and the willing participation in understanding Tasmania's road conditions. But take it on notice and, as I said from the outset, I don't want to be here

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today ruling things in or out. I think we should have fresh eyes on our policy approaches. I certainly look forward to the recommendations and the report that this committee will come forward with. I would, before doing anything, of course seek advice from the Road Safety Advisory Council. If nothing else, the question ought to lead us to how good are we at getting the information in a readable format, in an understandable and accessible way to as many visitors as possible.

CHAIR - Are visitors overrepresented in crash data? Do we have that?

Mr HOEY - In motorcycling, certainly there is an issue with visiting motorcyclists but they represent, I think from our stats about visiting road users - non-Tasmanians that is. It is a difficult thing to break it all down because what is a tourist, what is someone on a longer stay, what is someone having previously visited Tasmania?

Ms RATTRAY - A non-resident then. It's easy to break it down. You're either a resident or you're not.

Mr HOEY - We've got that stat: one in 10 is about the number of crash involvement of non-Tasmanians but some of those non-Tasmanians may have been residing in Tasmania for some time as well, so they really know the conditions.

Ms RATTRAY - And they're serious crashes?

Mr HOEY - That's the whole range of serious casualty crashes. So we pick all that up. What I'm trying to say is that it's important that we target those ones that are truly here on the short-term, new to Tasmania, and that's where we are focusing. One in 10 is probably a little bit alarming because it's not probably capturing the tourists, the short-stay visitor to whom we're trying to provide education about the road conditions and the local road rules.

Mr TILYARD - Thanks, minister. I can really only agree with the comments that have already been made. It is a challenge. Often when people come into the state, obviously they're not as familiar with our roads, just as when we visit another state or another country we're not familiar with their roads either. So, it is a challenge.

Fortunately, most people do the right thing but that's generally true of everything road safety-related. But there's always a small percentage of people who don't. I don't think the answer lies in any sort of mandatory requirement that they must read things because quite frankly most people won't do that anyway. I mean, I've got no doubt they sign their hire car contracts saying they've read the contract as well but people just don't do these things. They'll sign up to anything. There's a lot of material that is put out there and you would have seen some of it yourself, I'm sure, on the *Spirit* and in the airports, up on the big visual display while you're waiting to collect your bag, there's signage as you're leaving the airports about driving to the conditions, about how our speed limits operate here in Tasmania. There's information included with the hire car company documentation and some of the hire cars have stickers on their dashboard reminding people what side of the road we drive on and those sorts of things. So, there's a lot of thinking and a lot of effort gone into trying to address this issue. It is one in 10 of serious crashes on average, as Craig has mentioned, so it is something that we're very much focused on and the current action plan includes doing more to address that issue of people who aren't familiar with our roads.

PUBLIC

If you're from overseas and you're driving down the east coast and the next thing there's an echidna wandering along, you're probably going to want to stop and have a look and get a photograph, and you can't blame people for that because -

Ms RATTRAY - But you don't stop in the middle of the road to do it. That's the issue.

Mr TILYARD - No, that's right. As I say, there'll always be exceptions to the good driving that most responsible, sensible tourists do but, unfortunately, some of those exceptions are what causes the crashes and therefore attracts the media attention, so that is an issue we're trying to address.

Mr WILLIE - Just on motorbikes and a few other areas: in the University of Adelaide evaluation, they said that not a lot of progress had been made in older drivers and we've had a little discussion on that. Pedestrians, bike riders and motorcyclists. I guess if we can start with motorcyclists. They're one in five serious casualties but they make up less than one in 20 of the vehicle fleets. What's being done to try and address that, given the disproportionate nature of those accidents and what can be done in terms of motorcycle safety?

Mr TILYARD - Thanks, minister. There's a lot that we're trying to do because it is an issue. But as I said, in terms of the over-representation, the fact is that they're far more vulnerable than car drivers. That said, in recent years, in particular, with newer bikes there are more and more safety features being built into the bikes. So, that will improve over time.

We're seeing motorcycling as quite a popular activity so a lot of people are starting to get into it. The training is better than it's ever been and we're looking at doing a further review of the graduated licensing system for motorcyclists as one of our projects going forward in the near future because, while there's been a lot of work done in that space and it is a lot better than it used to be, there are always newer and better approaches being developed. We monitor closely what the other jurisdictions have done and we're keen to take on the good new elements of those that are appropriate in the Tasmanian context and incorporate them into our training system and licensing system here in Tasmania as well. Along with all the marketing and education that we're trying to do to encourage people to drive more responsibly on their motorcycles, it's across the whole ambit of everything - training, education, safety equipment. The only mandatory safety equipment you have to wear is a helmet, an Australian design approved helmet. Obviously, most people are sensible and -

Mr WILLIE - Is that being looked at?

Mr TILYARD - There's never been any mandating in terms of jackets, trousers, boots and those sorts of things. Most sensible motorcyclists do wear the proper motorcycling equipment but not everyone does. You still see people riding down the road in their shorts and T-shirts, especially during summer. There are certain things that can be done and we are doing to encourage people to wear the appropriate equipment.

A friend of mine had a motorcycle crash recently, ended up in hospital and he's a very experienced motorcyclist. He got some terrible bruising but no skin off or anything like that. He credits the fact that he wasn't more seriously injured to the fact that he had the good-quality protective -

CHAIR - The Kevlar jeans or -

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Mr TILYARD - Yes, exactly. Good-quality protective equipment. But, unfortunately, there are people out there who don't always do that and there are some people who can't afford to. That's why we've got the program I mentioned previously with the council over at Glenorchy for disadvantaged young people to equip them with some of this gear. These are usually young people who are on their trail bikes annoying people, making noise and riding illegally sometimes. It's about equipping them with the appropriate equipment and the training to help them actually get their licence and ride responsibly on the road.

Mr WILLIE - Are we likely to see bigger improvements as technology improves with bikes too, in terms of braking and lane departure technology and a whole range of other things?

Mr TILYARD - Yes, for sure. A lot of this is already out there on some bikes. Obviously, ABS is available now on a lot of bikes and even traction control on some motorcycles.

There are motorcycles now that basically have so many safety features it is difficult to fall off them. In fact, some of them can actually stand up while they are stationary because of the technology.

Ms RATTRAY - That is definitely what I need.

Mr TILYARD - We will see more of that technology. It is improving in cars. It is improving in bikes as well and we are starting to see some electric motorcycles as well now. So, there are a lot of advances in motorcycling which will make it safer for people who can afford to purchase those bikes.

One of the messages that we always give to people purchasing cars, particularly to the parents when their kids are starting to drive, is buy the safest car that you can afford. Don't just get the hand-me-down, Mum and Dad's old car that is 15 years old, which a lot of kids tend to inherit. Think about the safety of your children. Obviously, that is paramount in every parent's thinking all the time. Buy the safest possible car that you can afford for the kids.

Mr WILLIE - Those other areas I mentioned, we have had the discussion about the older drivers, pedestrians. Obviously, school crossings are a high-risk area. Something that was of interest to me in the submission was some mainland jurisdictions using plateaus around intersections to reduce speed.

Is that something that we are looking at here in Tasmania as well in terms of pedestrian safety?

Mr FERGUSON - It is something that is already occurring in different locations.

Mr WILLIE - In the main road in Glenorchy that they have done.

Mr FERGUSON - Mainly it is an initiative of local councils often with the funding that the state has provided through the Vulnerable Road User Program (VRUP). Do you want to speak to that?

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Mr TILYARD - Yes, it is happening, and I think there are bespoke solutions that councils are looking to. In the majority the relevant areas are going to be non-state roads, mostly I would imagine given that it is more your residential inner urban type roads that -

Ms RATTRAY - Lipscombe Avenue, I think, is the worse.

CHAIR - Lipscombe has lots of speed humps.

Mr SWAIN - Some traffic management treatments have been very tightly regulated under the Transport Commission, historically, so I hold the role of Transport Commissioner as the current deputy secretary.

In recent years, particularly as some treatments have become mainstreamed and accepted as contributing to safety in particular circumstances, we have tried to free-up the regulatory environment so councils can make informed decisions.

Now, what the Transport Commission will typically do is to say, if there is a co-ordination issue, where it is really important that councils make coherent decisions so that road users get conditioned to certain outcomes across the whole network, then there may be a Transport Commission directive on the use of a particular traffic management device.

Where it is pretty mainstream and council engineers have been exposed and they are trained to when it is appropriate to use and we are not seeing problems in differentiated designs and applications of a treatment, that is generally with councils now. This is a case like that where when these first came in, they were quite tightly regulated and now they are a tool available to councils in particular for use where appropriate.

There is a bit of guidance from the Transport Commission which says they should be used in keeping with the relevant Ausroads guideline for that particular treatment.

Mr WILLIE - And most of the pedestrian accidents, they are probably happening outside of the controlled intersection, are they? People crossing in the wrong place.

Mr SWAIN - Craig could add to this, but if you go back 10 or 20 years, there was a lot of investment in intersections because there were a lot of issues at intersections.

Those obvious black spots have been cleaned up through state and federal upgrade programs that have gone on for many years and now the events are happening dispersed through the network. You are seeing infrastructure being applied to global treatments now like shoulder lengthening along whole corridors, for example, or tactile solutions along roads or line-marking upgrades in a whole town or area.

Most of the acute intersection issues have been dealt with and upgraded and we are now left with mass treatments.

Mr WILLIE - The last one, the University of Adelaide said there hadn't been a lot of progress on was with cycling accidents. So, in terms of what's being done there to address that? Obviously, separated pathways and -

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Mr HOEY - Yes, there are a number of treatments that have been applied over the years and continue to apply. Separation, clearly, for unprotected road users is an important aspect. Also the Metre Matters legislation, a number of years ago, has proved very popular amongst cyclists. The feedback we have is that it's improved the behaviours and interactions between road users and cyclists. So, they are the two probably the key issues that we've addressed in terms of cycling.

CHAIR - Thank you. If I could ask you with regard to technology used for diversionary activities and this did come from one of our submissions. It says:

We've seen the effective use of alcohol interlocks fitted to the vehicles of serious offenders. Why can we not harness similar technologies for other traffic offenders?

Just wondering your advice with this -

For example, there is potential to mandate that serious or recidivist offenders have an approved dash camera fitted to their vehicle for a period of time to monitor their driving behaviour. This initiative could potentially be used in conjunction with other measures, such as the one demerit point for 12-months program.

I'm just wondering a comment that you might have with regard to the cameras for recidivist driving offenders?

Mr FERGUSON - Thanks for the question. I'll answer very briefly and then invite the experts at the table to offer their own perspectives. There may well be some research into it, but this is yet another example of a useful idea that somebody has come forward with, that will have its pros and cons.

CHAIR - One of your associations actually, in the submission.

Mr FERGUSON - It will have its pros and cons. We want to look at all these concepts. We don't want to rush to ideas or concepts that haven't got an evidence base for them and if this one does then we will - I'd be guided on the evidence of that.

CHAIR - Whether there was any merit, or considered.

Mr FERGUSON - Is this something that has been researched? The implementability of it, I think, will be a key focus, as always, as to how useful it will be in a road safety outcome, but please feel free to go ahead.

Mr SWAIN - There's a company called, Telematics Australia, which is owned by all the road authorities around Australia, and coincidentally I'm actually the chair. It's looking at using communications and IT technology to support both regulatory and commercial outcomes. That sounds very convoluted, but it's things like, can a heavy vehicle access this road? The answer might be, 'yes it can if it stays to this speed and drives in the middle of the bridge, so it doesn't drive off the bridge'.

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That same set of technologies can conceptually be applied to other things. For example, it could conceptually be applied to speed. If you had a recidivist repeat speed person you might, in the future, be able to apply a device like a mandatory alcohol interlock but we're only just getting to the point where that's kind of possible, at a reasonable cost and where telematics is a widely-adopted technology that manufacturers are also supporting. I think the answer is, 'yes,' but we're on the cusp of that over the next five or so years.

CHAIR - Thank you.

Mr FERGUSON - I should add, Chair, as well, that technology is again part of the national road safety agenda for future vehicle standards but also in vehicle technology. Enforcement and being able to enforce, for example, a condition, going back to an earlier question from Ms Rattray as well, about conditions that a registrar can apply, or a court could apply, as technology becomes better and more advanced we have more options available to us to consider good ideas like that.

CHAIR - While we're talking about considering good ideas, just looking at submission from ANCAP (Australasian New Car Assessment Program) and one of their recommendations - and I'm just wondering your thoughts:

That the Tasmanian Government demonstrate leadership and extend the five-star ANCAP safety rating requirements in its current vehicle fleet purchasing and use policies to the grey fleet.

Your thoughts on their recommendation?

Mr HOEY - The Tasmanian Government has a five-star -

CHAIR - You do, already?

Mr HOEY - Yes, that's correct.

CHAIR - You have already met their recommendations. They obviously weren't aware of it.

Mr FERGUSON - My colleagues are not sure what is meant by that latter term. What is that?

CHAIR - You'd have to ask them what was meant by it. I was just reading their recommendation. It's submission No. 61.

Mr FERGUSON - We'll educate ourselves on that and let you know.

Mr HOEY - I believe what they are referring to is when a private vehicle is being used for a work purpose.

CHAIR - But not an older fleet?

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Mr HOEY - No. Normally when you are driving for a company you may be provided with a work car, but in many circumstances, you might be driving your private car. That is what is being picked up in how the employer is looking at the safety of those sort of vehicles.

CHAIR - You are paid a little extra to use your own vehicle.

Mr HOEY - I am not sure about the work arrangements but that is how an employer might incentivise the employee to be driving the safest vehicle possible.

CHAIR - We have received a few recommendations from the RACT. If it's all right with you, minister, I will forward them to you for a comment to come back. There are quite a lot and we are getting close to the time limit and we would like to see your video as well.

One recommendation came from both the RACT and the Police Association in regard to establishing of a state road authority independent from the Department of State Growth to manage the state road network. I wonder if you could make a comment on that?

Mr FERGUSON - The RACT is a member in good standing of the Road Safety Advisory Council. They have a privileged opportunity to road test proposals with their colleagues around the table. If the evidence is there, advice would come to me that this is recommended and government would make a policy decision around it.

Again, I would be happy to pick up those questions and provide the committee with a general response. I don't wish to do that because I want the committee to be able to do its work without me putting lines through things.

It is not a current proposal. We have a strong and well-managed division within State Growth, specifically called State Roads. Nothing is forever. If we can refine our policy or governance approaches, we are open to doing so. Happy to respond further.

CHAIR - The RACT has come up with 12 recommendations. Rather than put you on the spot, if we could send them to you to allow you to put a comment to them it would be interesting. Obviously, you won't make a decision, but just to get an understanding of your feelings.

Mr FERGUSON - I would welcome it. Again, I would just make the delicate point that RACT is a highly respected and member of good standing of the council. The other members of the council are also expert and highly valued members of the council as well. I think that peer reviews of each other's good ideas leads to some things not progressing and others going forward.

Mr SWAIN - In a number of other jurisdictions, particularly in New South Wales and Victoria, the transport functions have been split into specific entities: three or four entities with different configurations; passenger transport, a policy and regulatory function, service delivery function. That happened maybe 15 years ago. To my knowledge, every one of those has been put back together because, while the thought was that a more specific focus would assist, what they found was that they didn't get integrated solutions.

This comes back to something that Scott was referring to earlier: road safety is not about the application of power; it is about people working together to a common aim. If you look at

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how State Growth is organised, all the transport functions are in one department. As a management team, when we get together, road safety will be on the agenda as to how it has been applied in every branch within each division that performs on transport.

I think there are pros and cons with different models but you do have to think about how it plays out in practice and what the Australian experience is. Other jurisdictions have tried this.

CHAIR - I have a question for the police minister but we have Jonathan. I don't expect him to make a comment but it recommends a fully funded dedicated traffic section for Tasmania Police.

Mr FERGUSON - I think you are right, Chair That would be a question for the police minister. As a courtesy to the committee, I am happy to take it on notice on her behalf.

CHAIR - If you would. It was raised in a submission.

Ms RATTRAY - Tasmania's Road Safety Action Plans are framed within the Safe Systems Framework but the Bicycle Network suggested that they should be framed within the context of Movement and Place. I don't know if anyone at your side of the table is aware of Movement and Place. Apparently, it is big elsewhere. I am interested in whether you have a comment on that. I am happy to take it on notice.

Mr FERGUSON - I think we'll answer it now. I am happy to make a response. Mr Hoey can make a response.

The Safe Systems is an agreed approach that has been adopted, not by me, but by the Road Safety Advisory Council.

Ms RATTRAY - They are not saying it shouldn't be used. They are saying it should be in addition to Movement and Place.

Mr FERGUSON - It is an interesting comment and I respect it. The Safe System approach intends to capture an integrated approach to making not just our roads safer but to making our network safer and to make it safe for all road users.

The Government submission outlines the way in which it is intended to work, taking account of enforcement, education, safety of vehicles, the safety of drivers and non-driving road users as well, such as pedestrians. We are all committed to that approach. The bicycle council is a member in good standing of our Road Safety Advisory Council. If there is a good idea...

Ms RATTRAY - So, the Chair will be all over Movement and Place?

Mr FERGUSON - Indeed, but I will make the point: good ideas ought to be agreed and embraced by their peers after an opportunity to road test them.

Mr HOEY - Movement and Place and Safe Systems coexist. Movement and Place, as Gary and others have said, is about that road safety integration and land use planning.

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The concept is where you have areas of place where things are happening, around shopping and community, and you put in infrastructure and speed limits and all those sorts of things to reflect that mixed-use activity. Movement is where you have transport corridors and you should be looking at the infrastructure that assists the movement of traffic and trying to separate vulnerable road users in those environments. It is a practical approach to the application of a safe system.

Mr SWAIN - To a degree, this is really happening through the Hobart City Deal. We are having a lot of conversations with council about things like how to complete a safe cycling network for greater Hobart in context of where councils want to go with the evolution of their streetscapes and main centres. It is kind of happening through the City Deal, at least in the south. I expect it will happen more in Launceston, under the Launceston vision that has been developed there as well.

Mr FERGUSON - Whenever we do major infrastructure upgrades, other road users, apart from vehicles, are now actively taken account of. For example, active transport, pedestrian links ways, cycle ways, cycle lanes and paths are always considered in major upgrades. You are seeing that right around the state. It speaks to the quality of the work that happens in an integrated governance model that the Deputy Secretary outlined earlier where we have all the right people in the one room rather than a more siloed approach.

I am not criticising the other models but it is a demonstrated benefit of the way that our departments of State Growth and State Roads are able to get the best community outcomes for our infrastructure investment.

CHAIR - In some of the hearings, the yellow centre line that they have in some countries was raised. I'm not sure whether they've got them in any states of Australia or not. Your thoughts on a yellow centre line? Particularly when we have mainland drivers that come down and all of a sudden they go from a dual highway to a single highway and then they're not sure whether they're on a single highway and they find themselves in the right-hand lane because particularly interstate drivers are used to driving on mainly dual highways. A yellow centre line - and I appreciate that many of the countries have them because of snow, obviously yellow stands out a lot. But also a yellow line when redoing roads. I do appreciate the cost but it was raised with us that this would make it very obvious to people that the centre line was yellow, so whether it was a dual lane or a single lane. I wonder if you have a comment on the introduction of the yellow centre line.

Mr SWAIN - I was just getting some advice. I believe - and we might need to look into this a bit further, that there isn't strong evidence that yellow on black is actually more visible and clearer to road users in all conditions than white on black. I think it probably comes down to it's more a historical practice and familiarisation thing for different driving communities in different parts of the world rather than there's a really strong -

CHAIR - I'm not talking about all the lines, just saying the centre lines so that it would be obvious that the centre line was yellow so you would know whether it was a dual highway or a single-lane because the middle line would be yellow. So, it's not whether it's more visible or not but you'd know that yellow was the middle of the road.

Mr SWAIN - I can take that on notice but to my knowledge there isn't a safety evidence base to suggest one's better than the other in that regard.

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CHAIR - My point purely was from the evidence we've received that someone would know the difference. They'd actually know whether they were on a dual-lane or a single-lane. That's the safety - that they would know that yellow was the middle line, they weren't querying whether they were on one lane or two lanes. That was where it came from.

Mr SWAIN - I'm not meaning to frustrate you, I'm just saying. I can understand that they would understand where they are. What I'm not sure about is whether that translates into more or less safety events. That's all I'm saying.

CHAIR - I'm just thinking of head-on collisions where people are unsure of the lanes they're in.

Mr FERGUSON - I suggest we take it on notice, Chair.

CHAIR - That would be really good. Members, are you happy, if we could play this now, if you've all got time to -

Mr HOEY - It is a presentation, not a video.

CHAIR - Right, okay.

Mr HOEY - So, it may take a little while to get through. Whether you would prefer me just to leave the presentation with you?

CHAIR - It's up to you. How long do you think, 15 minutes?

Mr HOEY - It would be a good quarter of an hour, yes.

CHAIR - It's up to members. I don't have a problem. Josh, are you happy to -

Ms RATTRAY - We had two hours allocated, Chair.

CHAIR - Well, we did.

Mr WILLIE - I'm okay to stay.

CHAIR - Yes?

Ms PALMER - I'm okay. Are we keeping anyone waiting after this?

CHAIR - No. You prefer not to?

Ms RATTRAY - I'm only one.

CHAIR - As you're here, I think it would be good to have the presentation so that we -

Mr HOEY - I'll try to move through, given that we've covered a lot of the territory already.

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CHAIR - What we've already covered but I think some of it, at least if we see it now, we actually watch it.

Mr HOEY - Just noting that on the cover page, the 50 years since we've had seat belts, so it's a milestone.

We've talked about Tasmania, how it's performing on road safety, noting that it's not necessarily comparing apples with apples. Some of the other jurisdictions, the composition of traffic in more urban areas influences their road safety behaviour. But the issue there is we've continued to plateau while making some good gains in the past, so there are jobs ahead of us.

This is the graph that's showing where significant road safety interventions commenced in the early 1970s with drink driving and particularly seat belts. You can see that there's been a decrease in fatalities, you can see a downward approach there. It's come at an enormous number of interventions and the need to continue to build intervention upon intervention. So, speed cameras, seat belts, benefits in terms of vehicles, airbags, stability control, graduated licensing, Midland Highway 10-year project, motorcycle training more recently, graduated licensing system enhancements in 2020. There is a continuing need, as the increased population, increased road usage, to have these interventions. The other element of that graph is that there is no real silver bullet. There is a need just to continue to build road safety counter-measures that are proven and evidence-based.

Next slide: the crash problem identified in the road safety action plan. A couple of key points here, if we look at the top left, 'run off road' and 'head-on', they are lane departure crashes. Almost two-thirds of our crash problems are coming from that type of crash. It is driver safety but also if we can create a safety road environment in terms of median barrier and side barrier so when those crashes do happen, they don't result in serious injury or death.

High-speed roads, 80 kilometres per hour. Here, once again, almost two-thirds of our road trauma is occurring on the higher speed roads. That reflects that environment, where you have a higher speed environment there is more likelihood to have a crash and the outcome will be more severe. So, there is a need to look at that area.

In terms of road-user type, we can see that drivers and passengers, once again, vehicle occupants, if we can influence their driving safety but also having safer vehicles. Motorcyclists also stand out.

In terms of urbanisation, we have an over-representation in our rural areas, so a need to focus on the safety on our high-speed rural roads.

In terms of age, I think the most important aspect there is the 16 to 25. It is the second column from the left, and that is where it is indicating that almost 30 per cent of our road trauma is young people, yet they only represent just over 10 per cent of the population on the road. So they are over-represented. Tragically, it's the second-leading cause of death among young people. In terms of gender, males tend to be over-represented.

Next slide, our crash problem here on the left: we've got a dispersed crash problem. We often talk about black spot, and we've been very effective at amending a lot of our black spots on the network. We really have a dispersed crash problem across Tasmania. What the data is saying and the analysis is that, in terms of strategic areas, it is about focusing on young road

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users and drivers, lane departure prevention, vehicle safety, driver safety, driver licensing enforcement, motorcycle riders have got to be in the mix, high speed and mass action treatments.

In terms of road governance, it is important to recognise that the Road Safety Council was established 10 years ago. It includes stakeholders from our peak bodies. In terms of the organisation, State Growth supports the minister and also the Road Safety Advisory Council. We have an education committee that reports to the Road Safety Advisory Council and Tasmania Police is involved with the council as well. Its key role is to look at all the evidence and crash issues, and provide advice to the government and also oversight the road safety levy and, once again, providing advice to government. Reflecting on the composition, we have the key stakeholders - I imagine many would have put representations into this - but who work collectively as part of the council towards improving road safety.

Our work is driven by the 10-year road safety strategy, with a target of 200 or less serious injuries or deaths by 2026, underpinned by the safe system approach. That graphic on the lower right is useful there, as it's got the four pillars. Most importantly, in the middle there is the evidence that people do make mistakes, we do have a limited [inaudible], we are fragile, and it is a shared responsibility. The strategy itself is evidence-based. It was developed through crash modelling and independent advice.. We had a two-year consultation phase with the community, we went out to all the regional areas. We had a discussion paper and the strategy is based on both the evidence and counter-measures, and also the public consultation and input into developing it.

It is underpinned by 13 key directions. I won't go into detail on those but the key things with those strategic areas are young drivers, motorcyclists, road infrastructure, capacity-building among local government is also important to enable effective change at local level, improved vehicle safety and the ongoing analysis of creating speed that reflects the inbuilt safety of our road network.

Importantly, with the action plan, we talk about the safe system, and I'm passionate about this action plan because the safe system is those four pillars, and you can see people erased over a little bit. So, we looked at, with this action plan, a little bit different, trying to bring these themes out, doing all the work that road safety does, including the initiatives under the levy and so, we've got those themes we've talked about. It's about trying to make our rural roads safer, improving safety in towns and cities which has more of a focus on our unprotected road users. Saving lives where see that over-representation; encouraging safe road uses, the behavioural aspect, making visitors safer and improving safety through vehicles and technology, which has a lot to do with the Australasian New Car Assessment Program (ANCAP) and the 5-star safety rating for vehicles.

That thematic packaging initiatives that are connected - the Saving Young Lives theme is a very good aspect where it goes from Kidsafe Tasmania right through to the GLS and the full-year program so at each stage of road use young people are exposed to road safety.

It is underpinned by 42 initiatives and I will leave those with you in the interests of time.

CHAIR - You will table the document?

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Mr HOEY - Yes. Another aspect of the action plan is looking at it over a five-year funding so looking at the amount of money that might be available through the levy and then there have been some questions about how that is allocated. This is the actual dollar allocation but sitting behind that is the evidence about which countermeasures are going to be most effective in addressing our road safety problem and also on community focus.

You can see that Saving Young Lives is attracting over \$12 million over the life of the action plan and institutions like RYDA and the Learner Driver Mentor Program (LDMP) are all being funded by behavioural.

We have also divided up the infrastructure road safety levy between the rural roads and towns and cities, both of which have grants programs for local government, reflecting the important role that local government has in road safety.

Infrastructure has been mentioned. There are costly long lead times but it gives you the long-term safety benefits. Tasmania has a big network - 18 000 kilometres - a very dispersed population so a significant amount of the levy has been allocated towards roads.

Two of the programs I've just mentioned there are the Vulnerable Road User Program which assists local government. These are particularly for crossing points or conflict points on the network where pedestrians, cyclists and motorcyclists have more of a crash risk and also under this current action plan a new initiative is the Safer Rural Roads Program where we are looking at mass action programs. There's funding direct to local government to identify lengths of road that can be improved with low-cost proven road safety infrastructure. That is being informed by our crash profile.

As the minister has talked about today, the Graduated Licensing System was an early deliverable under the action plan and it's been a very good, robust approach. We've had a lot of evidence and supported those regulatory changes with the education platform and streamlining the licensing pathway so that it's a clear graduation of activities or restrictions. They are lifted as you get through to your final stages of licensing in a graduated form. Importantly, it includes the public education component where we are really encouraging the supervisory drivers to employ and promote quality hours in terms of their engagement with the younger people or the supervisory driver and their role is really important.

The platform, as mentioned, includes a number of components so it's not just a knowledge test on the road rules, it's about awareness of some of the issues you are facing on the road, how you prepare yourself for driving, a hazard perception test and finally a knowledge test as part of that platform.

I want to dwell a little bit on the platform itself. Education has been a really important component of this committee and I would like the opportunity to take you through the Plates Plus platform. It's between four and six hours of online learning. It's an online system and young road users go through three elements which are attitude, sharing the road and signs and rules. You need to go through each of those elements and unlock a key before you can move on to the next element so you can't just pick and choose. It takes you through a learning journey until you get to the end where you then are able to do the knowledge test.

The second graphic from the top is the Fatal Five, for example, and that's one of those, driver attitude, and you work your way through those five elements. They are supplemented

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by video content and engaging activities to both inform and test that knowledge as you go through.

The bottom one is an example of a quiz, so it is much more engaging than the old previous platform. It is done on-line, and you can be self-paced. You work your way through at your own time or whenever you have got access to the internet.

Another element of the GLS is that it has a perception test. Quite a lot of road safety education and talk is about a simulated environment. It has a perception test. They are both computer-generated graphics. They look quite impressive, almost life-like.

They are looking to put you in the driver's seat and work new drivers through some of the hazards you are going to expect on the road environment and testing your awareness and perception that they are occurring: pedestrians walking out unannounced, wet road conditions, vehicles giving sufficient distance before turning across the road.

That is another. What I hope you are getting from that is the enormous change that has gone on in the education that has been given to young drivers.

In terms of automation, and we have talked quite a bit about automated transport enforcement program. I think the important aspect there is up the top right. The graphic there, and those leading contributors to the Fatal Five. Almost a third of crashes have speed as a contributing factor. One in four alcohol and seat belt is almost one in 10.

The automated enforcement has the flexibility to enforce all those sorts of behaviours. You are covering an extensive amount of our contributing factors to road trauma.

We go next. I have gone through this very quick.

Reflecting again on saving young lives, I think it is a really important theme of the action plan. All these elements contribute to a safer system for young road users, reflecting that some are drivers, some are pedestrians, bike riders, and so forth.

Going from right at birth, having a safe car seat, educating parents about how to do that.

It is provided to the Bicycle Network, to the ride to school program in schools. The RACT are funded to provide education, RYDA, the Driving for Jobs is more at the grade 11 and 12, the targeted schools. The Learner Driver Mentor Program, which I imagine you would be quite aware of, is providing mentors with those drivers who have got disadvantage. Then the full-year program is the Glenorchy Bucaan House assistance for disadvantaged younger people to obtain their licence. That has just been extended to Launceston.

Finally, in public education, there is extensive public education that goes on, keeping people informed and educating on the Fatal Five generally, but also when road rules are changed, campaigns go out to inform the community about those changes.

We are targeted. It is evidence based, based on the crash stats. We use a range of media. Television is no longer the dominant media as it once was, so there is YouTube, TikTok, I think some of it goes out on, and also trying to get to events for the younger audience as well, in the drink driving.

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There is a broad spectrum. Hopefully that reflects the broad nature of our road safety education that is going on.

I have gone through that rapid fire. I am more than happy to present again on the GLS particularly, because I think the platform has been a step change in education for young road users, and I welcome any questions, but I note the time.

CHAIR - Really appreciate that. Thank you very much to the minister and your team. If we could grab that and we could table that document. It would be very useful.

Very appreciative of you taking the time with your team to come along and help us with our hearing and answer questions. It is much appreciated.

Mr FERGUSON - Yes, I just want to say thank you to you and the committee. I will you on, I want you to succeed in your work. I appreciate the focus and the commitment that the committee and the broader parliament has to this initiative.

We look forward to seeing the report, your considered recommendations, and seriously taking them on board and considering them, road testing with our advisers and no doubt implementing some initiatives that will benefit the community.

CHAIR - Thank you, minister, and thank you to the team. Thank you very much.

THE WITNESSES WITHDREW.

The committee adjourned at 3.20 pm.