

ROAD SAFETY ADVISORY COUNCIL
TOWARDS ZERO

MEETING 62

2 DECEMBER 2025

MINUTES

1. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Scott Tilyard, Chair

Assistant Commissioner Adrian Bodnar, Tasmania Police

Mick Boyd, President, Tasmanian Motorcycle (TMC)

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

Alison Hetherington, President, Tasmanian Bicycle Council (TBC)

Cynthia Heydon, Deputy Secretary Transport and Infrastructure, Department of State Growth (State Growth)

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

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

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

Dr Blair Turner, Road Safety Expert

Observers

Ange Collis, Manager RSAC Secretariat, State Growth

Courtney Hayles, Executive Manager Engagement, Communications and Governance, MAIB

Craig Hoey, Manager Road Safety, State Growth

Inspector Justin Lawson, State Road Safety Coordinator, Tasmania Police

James Verrier, A/General Manager Transport Policy and Planning, State Growth

State Growth presenters:

Mark Bandick, Senior Policy Officer, State Growth

Newton Wiseman, Manager ATE Program, State Growth

1. WELCOME

The Chair welcomed members and observers to the 62nd meeting of the Road Safety Advisory Council (RSAC). The Chair welcomed James Verrier to his first meeting as the A/General Manager Transport Policy and Planning, State Growth.

2. CONFLICTS OF INTEREST

There were no conflicts of interest.

3. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC endorsed the minutes of the 12 August 2025 meeting. RSAC noted the status of actions from the meeting, noting that most actions have been completed or were for discussion on the agenda. One action has been deferred. The AusRAP stage 2 timeline

and budget will be provided to RSAC for endorsement at the February 2026 meeting and State Growth will liaise with Google in regard to data used for satellite navigation systems.

Actions

- State Growth to provide the AusRAP stage 2 timeline and budget to RSAC for endorsement at the February 2026 meeting. (Craig Hoey)
 - Satellite navigation Systems - State Growth will liaise with Google to check where it gets its data from, to check how up-to-date State Growth's data set is and how often Google updates its data. (Cynthia Heydon)
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4. ROAD SAFETY LEVY 2025-26 BUDGET WORKSHOP

At its 12 August 2025 meeting RSAC requested that only immediate funding priorities be provided to the Minister for Infrastructure and Transport for approval and that a Road Safety Levy budget workshop be held to endorse the 2025-26 budget at RSAC's next meeting. The Minister approved \$2.96 million for immediate funding priorities in August 2025.

RSAC discussed the draft budget principles and requested that amendments be made to the balanced budget and evidence-based allocation budget principles. RSAC noted that a benefit/cost ratio should be used wherever possible, but that a cost-effective equivalent should be used for smaller projects and linked to the level of requested funding. An evidence-base should be provided for these types of programs, especially for behaviour-based initiatives.

RSAC discussed the committed and uncommitted but allocated funding for 2025-26, noting that a potential \$1.7 million in uncommitted funding could be reprioritised. RSAC discussed where the money should be reallocated to, endorsing State Growth's recommendations to increase the Vulnerable Road User Program (VRUP) 2026-27 funding and the allocation of funding to the motorcycle safety audits for 2026-27.

RSAC discussed the uncommitted funding allocated to the now discontinued Commonwealth Key2Drive Program and requested that State Growth consider options for reallocation of this funding of \$202,000 and provide recommendations to RSAC for consideration out-of-session.

RSAC discussed the future funding of the Automated Traffic Enforcement (ATE) Program.

RSAC endorsed the 2025-26 budget of \$25.3 million by theme, including the increase to \$5 million for VRUP and the Safer Rural Roads Program (SRRP) and \$650,000 for the motorcycle safety audits.

RSAC discussed presentation of the Road Safety Levy funding expenditure and carry forwards, especially those funds that were committed to infrastructure and policy projects that were not yet complete but still required the funding in future years. RSAC requested that State Growth review presentation of the Road Safety Levy financials, including a three-year projection and end of year reconciliation.

Actions

- State Growth to amend the balanced budget and evidence-based allocation budget principles and provide to RSAC at its February 2026 meeting which will include the 2026-27 budget planning workshop. (Craig Hoey)

- State Growth to review the presentation of the Road Safety Levy financials, including a three-year projection and end of year reconciliation. (Craig Hoey)
 - State Growth to consider options for reallocation of uncommitted funding of \$202,000 allocated to the now discontinued Commonwealth Key2Drive Program and provide recommendations to RSAC for consideration out-of-session. (Ange Collis)
 - State Growth to provide a Minute to the Minister seeking approval of the 2025-26 Road Safety Levy budget, as recommended by the RSAC. (Craig Hoey)
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5. SPEED MANAGEMENT STRATEGY MODELLING AND UPDATE

RSAC noted the presentation about the Speed Management Strategy modelling and update by Mark Bandick, Senior Policy Officer, State Growth.

Abley has completed the methodology plan including a review of the draft strategy framework, testing assumptions in the development approach, identifying stakeholders and data/evidence sources and undertaking a project risk assessment.

Speed limit modelling is now complete. The modelling looks at how speed limit setting can achieve safer operating speeds across the network. The model uses data from Road Safety Enforcement Allocation Model (RSEAM) using spatial data and crash history, speed and land use data. Seven road categories have been modelled, based on fatal and serious injury (FSI) profile, network coverage and suitability for speed limit scenarios.

A dashboard has been developed to show modelling outcomes and allow for configurable speed limit scenarios. The four main pages include a network FSI summary, network speed summary, scenario summary and travel time changes. The outputs are presented in annual FSI savings, treated network length, mean speed per road category, travel time differences and total crash cost savings. The model is designed primarily to analyse potential speed limit changes across road categories, rather than for individual roads or road corridors.

Modelling will be used to test the impact of potential speed limit actions under the strategy's action areas. Consultation will be undertaken within State Growth and through targeted engagement with stakeholders. An implementation plan and evaluation framework will be developed.

RSAC discussed the importance of communication in gaining community support for any actions under the Strategy including segmenting messaging, leading with values and supporting with facts. RSAC discussed communication of success stories where speed limit reductions have led to a reduction in FSIs. RSAC noted that wholesale speed reductions are not the object of the Strategy, but that the modelling is a tool to help determine the most appropriate speed limits for road types. The Road Safety Expert noted that there is strong community support across Australia for targeted speed reductions.

RSAC noted that consistency of speed limits is also of paramount importance so that driving at a certain speed on a particular type of road is understandable and intuitive.

RSAC noted that partnership with key stakeholders will be instrumental in communicating the benefits of targeted speed management and that key stakeholders will require support to communicate this to their members.

The draft strategy is expected to be completed in the first quarter of 2026.

6. ATE PROGRAM DESIGN

Newton Wiseman, Project Manager, Safe Road Use, provided a presentation on the ATE program design.

The ATE program design review has been informed by the RSEAM project completed in early 2025, a review of operational practices over the last three years, and an external mobile speed camera evaluation conducted by the Monash University Accident Research Centre (MUARC), completed in November 2025. Due to a delay in the evaluation work, some program design elements may be refined in December 2025. A presentation on the speed camera evaluation will be provided to RSAC at its February 2026 meeting.

The design works being undertaken include program logic and relevant behaviour change theory, operational principles, governance and decision-making frameworks, interagency roles and responsibilities, Asset allocation levels between ATE modes, installation and deployment protocols, community engagement and communications opportunities, a performance and evaluation framework and risk management.

RSAC discussed the program logic and applied theory. RSAC also noted the three core guiding principles of community centred enforcement, efficient enforcement and evidence-informed enforcement. RSAC noted that using a Safe System approach, it is acknowledged that people make mistakes and may lack self-regulation. Building a community of trust and a culture of compliance strengthens the impact of enforcement, encouraging behaviour positive change. It is important that the ATE recue trauma cost effectively and that decisions around enforcement be founded on identifying unsafe behaviours, explaining the causes of risk and informing behaviour change strategies.

RSAC discussed the base enforcement, additional ATE package, recommended rural trial and expansion enforcement packages.

RSAC further discussed evaluation performance indicators including program outcomes, community relations and outreach, enforcement design and service delivery and administration.

Actions

- A presentation on the speed camera evaluation will be provided to RSAC at its February 2026 meeting. (Craig Hoey)
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7. ROAD SAFETY PENALTIES REVIEW

The RSAC Chair requested that a review of road safety penalties be discussed. This issue was last discussed at RSAC on 30 May 2023 after the then Minister requested a review of infringement penalties relating to four of the fatal five driver behaviours. At this time, RSAC considered the proposal to amend monetary penalties for illegal phone use, seatbelt non-

compliance, registration and speed offences based on 90 per cent of the average of other state and territories to ensure parity with other jurisdictions. RSAC agreed that no changes should be made at that time, but it should be reconsidered after evaluating the effects of the automated traffic enforcement program.

The Chair will discuss this matter with the Minister for Infrastructure and Transport at his next post-RSAC briefing with the Minister.

Actions

- Chair to discuss a potential review of road safety penalties with the Minister for Infrastructure and Transport at his next post-RSAC briefing with the Minister. (Scott Tilyard)
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8. 2026 RSAC MEETING DATES

RSAC noted the proposed 2026 meeting dates for RSAC and requested that an alternative date be scheduled for the August meeting.

The 2026 meeting dates are now confirmed:

9:00am – 12:00pm	Wednesday, 25 February 2026
9:00am – 12:00pm	Wednesday, 27 May 2026
9:00am – 12:00pm	Wednesday, 12 August 2026
9:00am – 12:00pm	Wednesday, 25 November 2026

Actions

- Manager RSAC Secretariat to investigate changing the August 2026 RSAC meeting from 26 August to 12 August. This action has been completed and the date of 12 August 2026 has been confirmed as being suitable. (Ange Collis)
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9. ROAD SAFETY STRATEGY DEVELOPMENT

RSAC noted the status of the development of the next road safety strategy and endorsed the Terms of Reference (TOR) for the Road Safety Strategy Development Steering Committee, subject to changes to the membership criteria, review of the TOR by RSAC as well as the Steering Committee and addition of reporting requirements to RSAC following each meeting. The first Steering Committee meeting is to be held 10 December 2025, with quarterly meetings to follow.

RSAC discussed appropriate targets for road trauma reduction. The Road Safety Expert advised that the only real step change is in the area of speed management. RSAC agreed that the Strategy should include realistic and achievable targets.

RSAC noted that work will soon commence on independent modelling and research, including a review of the current strategy, crash analysis and research on best practice road safety management.

Actions

- State Growth to revise the TOR for the Road Safety Strategy Development Steering Committee, including the membership criteria, review of the TOR by RSAC as well as the Steering Committee and addition of reporting requirements to RSAC following each meeting. (Craig Hoey)
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10. SAFE SYSTEM MOTORCYCLE SAFETY AUDITS

RSAC discussed the Safe System Motorcycle Audits noting that the Lyell Highway motorcycle infrastructure improvements, between Queenstown and Derwent Bridge, are to commence early in 2026, following the audit conducted in September 2024. This project was allocated funding of \$500,000.

On 2 and 3 December an audit was undertaken on Wilmot Road, Wilmot, with \$50,000 allocated to undertake the audit. The Central Coast, Kentish and Latrobe Councils are participating in the audit and workshop. Funding of \$500,000 was allocated to completing works on Wilmot Road in 2026-27, but with the RSAC decision to increase funding to motorcycle safety audits under consideration of the Road Safety Levy budget, this amount has now increased to \$650,000.

This will be the last motorcycle safety audit under the Action Plan.

11. SAFER RURAL ROADS PROGRAM (SRRP) AND VULNERABLE ROAD USER PROGRAM (VRUP) 2025 ROUNDS

RSAC noted the update on the SRRP and VRUP 2025 rounds. The funding round closed on 16 May 2025. Projects were assessed by the Assessment Committee. The Department's Strategy Oversight Committee (SOC) endorsed the projects at its 28 July 2025 meeting. Final approval of projects was delayed due to the election. The Minister approved the recommended projects on 5 September 2025.

Eight SRRP projects were recommended with a value of \$1,872,783. \$2.5 million was allocated and the program was undersubscribed. One project was unsuccessful due to improper use of treatment type.

21 VRUP projects were recommended with a value of \$2,467,746. \$2 million was allocated and the program was oversubscribed. 10 projects were unsuccessful (one withdrawn, one ineligible). In total, funding of \$4.5 million was available.

RSAC discussed whether the Tamanian Walk, Wheel and Ride Strategy could be considered in determining the value of VRUP applications. State Growth to consider this proposal.

The next round of the VRUP and SRRP will open early in 2026, with increased funding available as agreed by RSAC when considering the 2025-26 Road Safety Levy budget.

Actions

- State Growth to consider whether the Tamanian Walk, Wheel and Ride Strategy could be considered in determining the value of VRUP applications. (Craig Hoey)
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12. RACT YOUTH ROAD SAFETY PROGRAM UPDATE

RSAC noted the update on the development of the RACT's Youth Road Safety Program. Mark Mugnaioni discussed the importance of engaging with young people early, prior to the licensing stage, the importance of the role of supervisors, their need for tools to support them in teaching young drivers and their role in influencing the young driver once licensed and on P-plates.

13. ROAD SAFETY LEVY BUDGET YEAR-TO-DATE UPDATE

The Road Safety Levy budget to 30 September 2025 was noted by RSAC.

14. AUTOMATED TRAFFIC ENFORCEMENT PROGRAM UPDATE

RSAC noted that MUARC completed its evaluation of the mobile speed camera program in November 2025. During the review period (September 2022 – December 2024) \$35.2 million in crash savings were realised under a willingness to pay assessment. The ATE benefits increased over time, with a BCR of 0.35 in 2022, 2.77 in 2023 and 3.52 in 2024.

The 2025-26 State Budget provided \$11.3 million over two years to the ATE Program which is sufficient to support delivery to March 2027. The ATE Program is not funded beyond March 2027 and State Growth is currently investigating funding options. Existing delivery arrangements for the ATE Program will cease in March 2027 and a competitive procurement process is required in early 2026 to enable ATE service continuity. Sufficient funding for an initial two-year contract term is required prior to undertaking procurement activities and is estimated to be \$19.2 million.

15. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 30 SEPTEMBER 2025

RSAC noted the Quarterly Progress Report to 30 September 2025, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

16. CHAIR'S REPORT

RSAC noted the Chair's report for the last quarter.

17. CORRESPONDENCE

RSAC noted correspondence for the last quarter.

18. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT

RSAC noted the key activities of the Education and Enforcement Sub-Committee for the last quarter. Paul Kingston advised that the new driving to the conditions campaign is now in market and that an evaluation of the campaign will be undertaken in the future. A new drink-driving campaign will be launched prior to Christmas and is aimed at the broader community rather than focussing on young males only as this is the key message of the Real Mates campaign. RSAC discussed current sponsorships and future opportunities to promote the road safety message at the grassroots level within the community at sporting events.

Paul Kingston discussed an unsolicited campaign proposal using a high-profile motor sport participant to promote road safety in the Tasmanian community. RSAC discussed the effectiveness of using high-profile people in campaigns, noting that it is effective in raising awareness but that there are more effective ways of achieving behavioural change. Should the proposal be viable, the Education and Enforcement Sub-Committee will report back to RSAC on progress.

19. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs report as at September 2025. Assistant Commissioner Operations advised that the number of infringements has increased by 23 per cent, but that unfortunately, Australia-wide, fatalities have continued to increase by around four per cent each year since COVID.

Tasmania Police has identified a marked increase in drug-driving and is looking to develop a targeted strategy in 2026 and may undertake a trial in one of the state's regions.

20. OTHER BUSINESS

Tailgating

The TTA raised the issue that there seems to be an increase in the incidence of tailgating. Tasmania Police agreed to provide statistics on infringement data for tailgating at the next RSAC meeting.

Actions

- Tasmania Police agreed to provide statistics on infringement data for tailgating at the next RSAC meeting in February 2026. (Justin Lawson)

'You can't beat Tassie roads'

- The TTA provided positive feedback on the 'You can't beat Tassie roads' campaign targeting safer riding for motorcyclists.