

ROAD SAFETY ADVISORY COUNCIL TOWARDS ZERO

MEETING 63

25 FEBRUARY 2026

MINUTES

1. WELCOME, ATTENDANCE AND APOLOGIES

Attendees

Scott Tilyard, Chair

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

Apologies

Assistant Commissioner Adrian Bodnar, Tasmania Police

Mick Boyd, President, Tasmanian Motorcycle (TMC)

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

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, General Manager Transport Policy and Planning, State Growth

State Growth presenters:

Simon Buddle, Crash Data Manager, State Growth

Newton Wiseman, Manager ATE Program, State Growth

1. WELCOME

The Chair welcomed members and observers to the 63rd meeting of the Road Safety Advisory Council (RSAC).

2. MINISTER FOR INFRASTRUCTURE AND TRANSPORT

The Minister for Infrastructure and Transport, Kerry Vincent MLC, met with RSAC to discuss reducing road trauma and the work of the Council. The Minister discussed the need for reviewing the current strategy, how the Council may be able to do things differently, the need to take action and to explore priorities for reducing fatal and serious injuries.

The Minister discussed reviewing the programs that are working around the world, particularly in Scandinavian countries and using funds to be more aggressive and assertive in road safety.

Minister Vincent raised a number of issues of concern to him including the safety of e-bikes and ATVs, training methods for young drivers, infrastructure safety measures such as pull off bays and signage to cater for the increase in vans and campervans, addressing crashes on country roads, the use of new technologies for line marking and other countermeasures, and fixed speed cameras.

RSAC discussed issues raised by the Minister. State Growth is to report back on issues raised by the Minister to support RSAC in having more detailed discussions at its May and August meetings.

RSAC also discussed governance in road safety and one-line reporting to the Minister and requested a one-page schematic on an alternative governance structure.

RSAC discussed progressing the road safety Safety Performance Indicators (SPIs) and related accountability for SPIs. Cynthia Heydon will meet with the Road Safety Branch to review the SPIs.

Actions

- State Growth is to report back on issues raised by the Minister to support RSAC in having more detailed discussions at its May and August meetings. (Craig Hoey)
 - State Growth to develop a one-page schematic on an alternative governance structure, to be circulated to members as soon as possible out-of-session. (Craig Hoey)
 - Cynthia Heydon to meet with the Road Safety Branch to review SPIs. (Craig Hoey, Cynthia Heydon)
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3. CONFLICTS OF INTEREST

There were no conflicts of interest, however Dion Lester did note he is a board member for the Youth Network of Tasmania.

4. MINUTES AND ACTIONS OF PREVIOUS MEETINGS

RSAC endorsed the minutes of the 2 December 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.

Satellite navigation Systems - State Growth was asked to 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 advised that Google does not use State Growth data. This action is now complete.

5. 2025 ROAD TOLL OVERVIEW

Simon Buddle, Manager Crash Data, provided a presentation with an overview of the 2025 road toll.

RSAC noted there were 44 fatalities in 2025, a 42 per cent increase on the 2024 figure and 17 per cent above the five-year average. Significantly, overall serious casualties (fatalities and serious injuries) reduced. There were 321 serious casualties which was 5 per cent below the 2024 figure and 0.6 per cent below the five-year average.

There was an increase in vulnerable road user serious casualties, including 12 motorcyclist, one bicyclist and five pedestrian fatalities. Off path straight and on curve fatalities continued to be the most common crash type. Interestingly, approximately one-quarter of fatalities in 2025 involved some element of reckless/irresponsible behaviour (such as drink and drug driving, speeding, mobile phone use). This reinforces the importance of concerted and sustained action against the full range of safe system principles including safe road users, safe roads and roadsides, safe vehicles and safe speeds.

RSAC noted that e-scooters are now reported separately in crash data.

Blair Turner discussed some immediate works that could be undertaken on the Bass Highway. Blair and Cynthia Heydon to discuss this off-line.

Actions

- Blair Turner and Cynthia to discuss safety infrastructure on the Bass Highway off-line. (Blair Turner, Cynthia Heydon)
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6. ROAD SAFETY LEVY 2026-27 BUDGET WORKSHOP

RSAC noted that the 2026-27 budget allows for the continuation of ongoing programs such as RYDA, Learner Driver Mentor Program (LDMP), KidSafe and Full Gear until June 2027. Funding for these programs will be considered as part of the new strategy and action plan.

Funding has already been approved for the LDMP and Australian Government Road Safety Program. A Minute will be provided to the Minister for funding for VRUP and SRRP for 2026 rounds with some of this funding allocated in 2026-27.

2026-27 budget includes an allocation of \$1.3 million for ATEP, with a further \$10.1 million allocated in 2027-28 and \$7.8 million in 2028-29. Funding is required to continue operating past March 2027. The funding source for the ATE program has not yet been determined. If funds become available from government, the Levy funding will be made available for the consideration of RSAC.

As the Road Safety Levy is due to expire 30 June 2027, no forward projections have been determined. The spend for the ATE program in 2027-28, 2028-29 will utilise the revenue already received up until 30 June 2027.

The 2026-27 budget includes a total infrastructure budget of \$13,657,466 and a total policy and project budget of \$5,829,713. The total budget is \$19,487,179, with \$1.3 million uncommitted (allocated to projects but low impact if reallocated) or not currently allocated.

Cynthia Heydon noted that \$6.6 million allocated to low volume state roads could be reallocated if a higher priority was identified. RSAC also discussed whether funding should be increased to initiatives to reduce road trauma for vulnerable road users given the rise in trauma for this group in 2025.

RSAC requested that State Growth provide priorities for where the \$1.3 million should be redirected, including consideration of issues raised by the Minister. This is to be provided to RSAC out-of-session prior to RSAC's May meeting.

Actions

- State Growth to provide priorities for where the \$1.3 million Levy funding should be redirected, including consideration of issues raised by the Minister. This is to be provided to RSAC out-of-session prior to RSAC's May meeting. (Craig Hoey)
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7. AUTOMATED TRAFFIC ENFORCEMENT (ATE) PROGRAM EVALUATION PRESENTATION

RSAC noted the presentation by Newton Wiseman, Manager ATE Program, State Growth on evaluation findings and implications from the Monash University Accident Research Centre (MUARC) evaluation of the ATE Program.

The presentation included discussion of the crash impact assessment, speed impact assessment, program benefits, community perception and support and implications of the findings.

The program outcome summary noted \$35 million in cost savings from the program with a 350 per cent return in 2024 and an estimated 730 per cent return at the program peak. A total of 504 attributable crashes were prevented including 14 fatal and serious injury, 105 minor injury and 385 property damage crashes. Crashes were mostly reduced in Hobart and close to camera locations. Speed and speeding has reduced since the program's implementation.

RSAC discussed the ATE tender, hypothecation of fines revenue, the need for funding certainty and the desire for an increased and enhanced program.

8. DRIVING FOR JOBS PROGRAM

At its August 2025 meeting, RSAC agreed a decision on future funding of the Driving for Jobs (DfJ) program be made by June 2026.

Ongoing funding is to be considered under the Youth Road Safety Program, but evaluation results will not be available until June. As findings will not be available within the timeframe, RSAC was asked to endorse funding of \$317,455 (plus CPI) to ensure continuity of the DfJ Program to 31 December 2027.

RSAC agreed to defer the decision on funding DfJ until May and for RACT to discuss bringing forward the complete social return on investment (SROI) report on DfJ to the May meeting ahead of the full SROI report.

Actions

- RACT to provide the SROI report for Driving for Jobs to the May RSAC meeting ahead of RACT receiving the full SROI report. (Mark Mugnaioni)
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9. ATE PROGRAM UPDATE

An update on the ATE Program was provided to RSAC. The Program has been extended to March 2027. Funding post March 2027 is \$19.2 million for an initial 2-year contract term. This will not support additional recommended ATE services including fixed average speed cameras or trialling of emerging technologies on rural roads.

An ATE Strategy will be drafted to support future delivery of a revised ATE program design. This will be provided to RSAC for endorsement at its next meeting.

Actions

- The ATE Strategy to be provided to RSAC at its May meeting. (Craig Hoey)
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10. E-BIKES

RSAC discussed e-bikes and e-scooters and related safety matters. E-bikes and e-scooters are regulated under the Road Rules 2019 and the Vehicle and Traffic Act 1999. There are two types of e-bikes permitted – power-assisted pedal cycles, limited to 200 watts and electrically power-assisted bicycles, limited to 250 watts.

Non-compliant e-bikes and PMDs are regulated as motor vehicles and must be registered and a person licensed to use them.

There is some inconsistency across Australia to the regulation of E-bikes and PMDs. However the most immediate safety challenge for all jurisdictions is availability and use of devices that are faster and more powerful than regulations allow, some reaching up to 80km/h.

In November 2025 the Infrastructure and Transport Ministers' Meeting (ITMM) agreed to work towards a regulatory framework. The framework will be underpinned by clear, enforceable rules of use, education and guidance material. The EN-15194 e-bike standard is to be reinstated.

New South Wales police will have expanded powers to seize and destroy throttle-only high-powered e-motorbikes and will use portable 'dyno units' that can measure power output of an e-bike.

A Western Australian (WA) parliamentary inquiry delivered a final report into e-mobility devices in December 2025. Since the start of 2026, WA police have undertaken a targeted operation in Perth to seize and destroy high-powered devices.

A Queensland parliamentary inquiry is due to deliver a final report on 30 March 2026.

Tasmania Police does not currently have the ability to test the power of e-bikes and has limited powers to seize non-compliant e-bikes. RSAC discussed the need for police to use dyno units. RSAC also discussed the use of compliance plates for e-bikes.

RSAC discussed developing a factsheet to increase public education about the difference between legal and illegal e-bikes to assist in purchasing decisions.

State Growth is participating in national meetings to develop the scope of a national e-mobility framework. An update will be provided to ITMM at its next meeting around mid-2026.

Actions

- State Growth to develop a factsheet to provide public education on the difference between legal and illegal e-bikes. (Craig Hoey)
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11. AUSRAP PROJECT UPDATE

RSAC noted that the AusRAP assessments undertaken in other jurisdictions have highlighted some inconsistencies in the coding and classification of the 78 road attributes that come together to form the AusRAP assessment. It is common practice to undertake a quality assessment of the data. State Growth will be proposing that an independent quality assurance service be undertaken of Tasmania's Stage 1 results.

The outcomes and learnings from Stage 1 inform the scope and delivery of Stage 2 – the remainder of the state road network. The Stage 1 results will not be available until April/May 2026 and should be considered by RSAC before embarking on Stage 2. A proposal for Stage 2 and an indicative budget and timeline will then be prepared and provided to RSAC for consideration and endorsement, at its May 2026 meeting.

Actions

- A proposal for Stage 2 of the AusRAP assessment and an indicative budget and timeline to be prepared and provided to RSAC for consideration and endorsement, at its May 2026 meeting. (Craig Hoey)
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12. ROAD SAFETY STRATEGY DEVELOPMENT UPDATE

RSAC noted that the Queensland University of Technology (QUT) has been engaged to undertake the modelling and research to inform the development of the next road safety strategy.

QUT will provide a high-level progress report 6 March, with a draft final report 30 April and final documents by 15 May 2026.

The first meeting of the Steering Committee was held 10 January. Quarterly meetings will follow. The Steering Committee endorsed the Terms of Reference and noted the project plan. The Steering Committee noted the stakeholder engagement plan was minimal and requested the stakeholder engagement and communications component be further scoped. GHD is to undertake this work.

The next Steering Committee meeting is scheduled for 11 March 2026.

13. SPEED MANAGEMENT STRATEGY UPDATE

RSAC noted an update about the development of the Speed Management Strategy. An independent review of the draft framework is complete. This included an assessment of Strategy aims, principles and outcomes against best practice speed management. The review recommended the principles be strengthened and that the outcomes require more clearly defined measures to better inform actions.

Work on a package of draft actions has commenced. The actions are to be feasible, take into account opportunities and risks and will be integrated and complementary.

Targeted engagement and feedback on actions is being undertaken through February and March. This includes an internal workshop, engagement with local government and input from the Steering Committee. A community engagement and communications plan is also being developed.

Abley has completed speed limit modelling for the road network. The model is designed primarily to analyse potential speed limit changes across road categories.

Key elements of the draft Strategy will be completed in the first quarter 2026.

14. RACT YOUTH ROAD SAFETY PROGRAM PROJECT UPDATE

RSAC was provided with an update on the development of the RACT's Youth Road Safety Program.

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

The Road Safety Levy budget to 31 December 2025 was noted by RSAC.

16. TOWARDS ZERO QUARTERLY PROGRESS REPORT TO 31 DECEMBER 2025

RSAC noted the Quarterly Progress Report to 31 December 2025, under the *Towards Zero - Tasmanian Road Safety Strategy 2017-2026*.

17. CHAIR'S REPORT

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

18. CORRESPONDENCE

RSAC noted correspondence for the last quarter.

19. EDUCATION AND ENFORCEMENT SUB-COMMITTEE PROGRESS REPORT

RSAC noted the key activities of the Education and Enforcement Sub-Committee for the last quarter.

20. TASMANIA POLICE TRAFFIC OUTPUTS REPORT

RSAC noted the Tasmania Police Traffic Outputs report as at November 2025.

21. OTHER BUSINESS

No other business was raised.

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