



Tasmania's Next Road Safety Strategy

RACT Submission to
Tasmania's Next Road Safety Strategy
October 2026

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Executive summary

RACT welcomes the Tasmanian Government's commitment to keeping Tasmanians safe on our roads through the development of the state's next road safety strategy. This is an opportunity to agree on the action needed to protect Tasmanians, prevent deaths and serious injuries on our roads and work together on outcomes that make a significant difference.

Achieving this will take sustained funding, targeted initiatives, clear responsibilities and public accountability, supported by collective action across industry, communities and road users.

There is no denying that we all want the same thing - safe drivers, on safe roads, in safer cars, and a strategy that delivers to that commitment.

The Towards Zero Road Safety Strategy 2017 - 2026 set a reduction goal of fewer than 200 deaths and serious injuries annually by 2026. In 2025, published crash statistics recorded 325 incidents, which means as a State we have fallen short of the goal. Across the previous decade, year on year, we have significantly exceeded that reduction goal, sending a clear signal for the need for transformative change in strategic direction.

Tasmania over the 12 months to 31 December 2025 recorded the largest increase in road deaths in Australia, with road deaths per 100,000 residents: 7.6, compared with the national rate of 4.8.

RACT represents more than 230,000 members, and our message is clear: Tasmania needs a fundamental change in how we prevent deaths and serious injuries on our roads, because behind the statistics are people - Tasmanian community members with loved ones carrying the impact and consequences when someone is killed or seriously injured.

RACT believes that for the strategy to be effective, it must transition to reduce risk through stronger speed management, significantly expanded automated traffic enforcement and practical safety treatments, especially where major upgrades are years away from being delivered. RACT is also calling for all camera fine revenue to be reinvested transparently and directly into road safety measures - in line with other Australian states.

RACT believes these actions should be complemented by a public 40-year network investment plan, supported by detailed 10-year priority corridor plans - drawing from the success and learnings from the Midlands Highway rolling upgrades. Funded delivery commitments, measurable targets and independent oversight must also hold us collectively accountable for fewer deaths and serious injuries on Tasmanian roads.



Summary of RACT recommendations:

- Significantly expand automated traffic enforcement numbers, with greater deployment hours and coverage of high-risk roads;
- Legislate that 100 per cent of revenue collected from camera-detected traffic offences is paid into a dedicated road safety account, with audited expenditure and protection against becoming substitution for existing funding;
- Actively review and reduce speeds on roads where current limits exceed the safety of the infrastructure, particularly where major upgrades are years away;
- Publish a geospatial road safety risk map and a rolling 40-year plan for the whole of Tasmania's road network, supported by detailed 10-year major corridor plans and an immediate program of interim safety measures;
- Make Bass Highway the next major corridor investment priority, alongside completion of the Midland Highway program, then use the statewide risk assessment to determine subsequent priorities;
- Establish an independent taskforce to assess why the previous strategy fell so short of its ambition;
- Continue to invest in fit for purpose road safety initiatives to support Tasmania's young drivers to access licensing and reduce their risk on the road;
- Publish quarterly progress metrics and an independently assessed annual performance and investment report, with mandatory corrective action when delivery or outcomes fall behind; and
- Adopt clear targets and annual milestones, underpinned by published modelling showing how targets will be met, committed funding to support delivery, and named agencies accountable for implementation.

RACT is a Tasmanian member-owned organisation established in 1923, with more than 230,000 members across the state. Our purpose is to be Tasmania's shoulder to lean on and voice when it matters. Roadside assistance, insurance and driver training give us practical contact with the risks and consequences of road travel, while our advocacy and community programs represent the interests of members and the wider community.

RACT is represented on the Road Safety Advisory Council, a constituent member of the Australian Automobile Association (AAA) which represents ~ 8 million Australians. It is a regular contributor to the committees and forums of the AAA, including as a member of the Fédération Internationale de l'Automobile (FIA), contributing to road safety and related matters at a global level.

Our members make it clear to us that they expect safer journeys, practical action and responsible use of public money.

This submission builds on RACT's established advocacy for stronger enforcement, speed limits appropriate to road conditions, reinvestment of fines and long-term corridor planning.

We will continue to contribute through member engagement, policy advocacy and dedicated road safety programs, and while responsibility for setting safe limits, enforcing road rules, delivering safe infrastructure and providing transparent accountability rests with Government and the relevant road authorities, RACT remains ready and willing to work collaboratively to ensure road safety remains a top priority for Tasmania.

The original Tasmanian Road Safety Strategy described an annual burden of around 300 serious casualties and sought fewer than 200 by 2026. RACT remains deeply concerned that annual totals show no sustained reduction on the scale required.

Reduction goal compared with actual outcomes

Year	Deaths	Serious injuries	Combined actual	Reduction Goal	Above 200
2017	32	268	300	<200 by 2026	100
2018	32	281	313		113
2019	29	249	278		78
2020	38	289	327		127
2021	35	249	284		84
2022	50	268	318		118
2023	35	310	345		145
2024	31	308	339		139
2025	43	282	325	<200	125
2026	Not final	Not final	Not final	<200	Not final

Data source: Transport Services annual crash statistics <https://www.transport.tas.gov.au>

Between 2017 and 2025, 2,829 people were killed or seriously injured, an annual average of approximately 314 lives impacted. In 2025, the total remained 125 lives impacted above the reduction goal, and while annual variation matters, it cannot explain away the persistent distance from the goal.

RACT recommends an independent taskforce be established to lead a review into the previous Towards Zero – Tasmanian Road Safety Strategy 2017 – 2026, with that work to be completed within six months. The review must assess which interventions were implemented, when benefits were expected, what was funded, what slipped and whether the response changed when progress was inadequate.

The previous strategy recognised that major road upgrades and safer vehicles would take years to deliver their full benefits, and it also committed to managing speeds where roads could not be upgraded. The lesson for the next strategy is clear: we cannot wait for infrastructure investment and vehicle replacement to make people safer. Stronger enforcement, targeted speed reductions and practical road safety treatments must reduce risk now, alongside long-term investment.

Recommendations

Recommendation 1: Commit to a measurable reduction in road trauma

In line with the previous strategy, RACT would recommend publishing separate reduction goals for deaths and serious injuries, and a combined serious-casualty trajectory. While no single death or injury is acceptable, RACT proposes a combined serious-casualty reduction goal of fewer than 200 annually by 2030, and at least a 50 per cent reduction in both deaths and serious injuries by 2035, measured against the 2023-2025 annual average.

RACT also urges Government to publish the independent modelling behind the goals, including baseline definitions, exposure assumptions, expected intervention effects, benefit timing and overlap between measures. If the initial strategic initiatives cannot achieve the proposed trajectory, Government must be agile and identify the additional scale, investment or policy change needed to correct course.

RACT believes the Minister for Infrastructure and Transport should be responsible for the strategy and the Secretary of Building Tasmania accountable for coordinated delivery, with published obligations for Police, Health and other agencies, and agreed delivery responsibilities for councils. RACT maintains that road safety takes a collective effort to achieve, and governance must be a key consideration to enable effective delivery of the strategy.

Recommendation 2: Speed and enforcement should lead immediate action

Speed affects both the likelihood of a crash and the severity of injury. Tasmania's own automated enforcement guidance identifies it as the single largest factor in road trauma. This makes speed management a priority across all age groups, road types and communities. RACT believes that the strategy must address both speeding above the limit, and legal travel speeds that exceed the protection provided by the road.

RACT's long established position is that limits should reflect road conditions and that decisions should follow evidence consistently across state and council roads. RACT's member feedback identifies inappropriate speed limits as a leading concern, which is why we advocate strongly for targeted, evidence-based speed management. This includes reducing speed on regional roads where safety upgrades are years away from being delivered.

Prioritising ongoing investment in regional and rural roads is important, recognising that these environments account for a disproportionate share of Tasmania's fatal and serious injury trauma burden. Investment decisions should consider road safety outcomes alongside broader mobility, accessibility and economic productivity benefits for regional communities.



Recommendation 3: Expand operational enforcement capacity

RACT recommends significantly expanding Automated Traffic Enforcement (ATE) through more cameras, broader coverage of high-risk roads and increased enforcement operating hours. The implementation plan must set funded annual targets for camera deployment and operating hours, guided by crash risk and dangerous driving behaviour, alongside sustained visible police enforcement.

RACT strongly supports all revenue from automated traffic enforcement, including fixed speed cameras and point to point cameras be transparently reinvested directly into road safety, with public reporting on enforcement activity, changes in behaviour and road trauma outcomes.

We know how important speed cameras are, with evidence demonstrating close to a 5% decline in speeding observed across Tasmania's road network following their introduction.

Cameras extend enforcement coverage and increase the likelihood of detection, encouraging more positive driver behaviour and obedience to speed limits. The evidence also supports greater deployment on high-risk roads and corridors, alongside police enforcement, with ongoing evaluation of behaviour and road trauma outcomes.

RACT is advocating for the Tasmanian Government to fund a three-year ATE expansion plan, within six months, which includes committing to at least 32 operational mobile, fixed and point to point speed camera systems within 24 months, and commission additional capacity if independent coverage modelling shows it is needed.

RACT encourages the Government to publish the verified starting fleet, actual monthly deployment hours, availability and geographic coverage. The June 2025 RSAC (Road Safety Advisory Council) report recorded 16 mobile speed systems, and RACT's position would see an expansion plan targeting a doubling of this figure within three years.

RACT also urges an increase to the actual mobile speed enforcement hours to at least twice the verified preceding 12-month baseline within 24 months, with the increase directed at demonstrable risk and under-served regions.

Sites should be selected using the risk map (outlined in Recommendation 6), crash exposure, measured speeds and infrastructure deficiencies. RACT encourages maintaining randomisation within approved risk-based locations and continued appropriate public information about enforcement.

It is important that contract payments and deployment targets do not depend on fine revenue or offence quotas. RACT encourages retaining dedicated police enforcement for high-risk driving, alcohol and drugs, while expanding phone and seatbelt enforcement where evaluation supports it.

RACT believes cameras complement police activity and targeted education; they should not replace these functions.



Recommendation 4: Reduce risk while upgrades are pending

Within 12 months, RACT believes that the Government should complete a coordinated review of high-risk state and local road speed environments, prioritising unprotected high-speed roads, dangerous intersections and areas with vulnerable road users, with the provision of state-funded engineering and data support so that councils can participate consistently.

For every priority segment where current speed exceeds the protection provided by the road, RACT urges the implementation of an evidence-based limit reduction or equivalent immediate treatment within six months of assessment. If a recommendation is not implemented, the decision-maker's reasons should be published together with an independently reviewed alternative risk treatment. RACT believes that the future capital project is not sufficient reason to leave present risks unmanaged.

This would result in the publishing of a register recording the assessed risk, current and recommended speed, decision, implementation date, interim treatments, enforcement arrangements and scheduled capital upgrade. This should also include an assessment of journey times, freight needs and displacement onto local roads alongside safety guidance, with consultation of affected communities and industry on implementation, while retaining independent technical responsibility for safe limits.

Limits would then be reviewed after infrastructure is upgraded, with a higher limit requiring a fresh safety assessment, rather than automatic reinstatement.

Recommendation 5: 100% camera revenue directly into road safety

RACT understands its members' concerns about revenue raising associated with enforcement and urges Government to address these concerns through a binding financial arrangement and demonstrated safety results.

RACT's 2025 member findings support both cameras and strong investment in road safety.

Tasmania is currently the only Australian state which does not hypothecate camera fine revenue directly into road safety and road improvements, with NSW, Victoria, Western Australia, South Australia and Queensland having dedicated Funds or Trusts to collect revenue raised and ringfence this directly for road safety purposes.

Within 12 months, RACT is calling on the Tasmanian Government to legislate a dedicated Road Safety account receiving 100 per cent of fine revenue collected from camera-detected traffic offences.

RACT believes that the Government must maintain existing road safety appropriations and the Road Safety Levy separately, publishing an additionality test each year showing that camera receipts have not replaced baseline funding. RACT believes increasing funding into road safety while maintaining existing appropriations is important given Tasmania's road death rate remains substantially above the national average.

Recommendation 6: Develop a geospatial risk map and 40-year plan

RACT believes Tasmania needs a public plan showing where its roads are unsafe, how those risks will be treated and when major upgrades are expected.

Within 12 months, RACT encourages Building Tasmania to publish an initial statewide geospatial road safety risk map, independently quality assured by RSAC. This would overlay AusRAP ratings with geocoded deaths and serious injuries, traffic volumes and vehicle kilometers where available, posted and operating speeds, road geometry, intersections, roadside hazards and existing protective infrastructure. It should include pedestrians, cyclists and motorcyclists, relevant wildlife collision risks and access to essential services.

RACT urges the publishing of data dates, coverage gaps and confidence levels, with priority major corridor assessments within 18 months and a staged assessment program for the remainder of state and local roads within 24 months.

Within 18 months, RACT would like to see published a rolling 40-year Road Network Safety and Investment Plan 2028 - 2068. It should include all state and local road classes, with detailed 10-year plans for major corridors and outlined priorities for years 11 - 40. The first decade should align directly with strategy targets; while a review of the whole plan every three years should take place together with annual published updates.

For each corridor and priority road segment, show the current risk, intended safety standard, proposed treatments, indicative cost range, delivery window, accountable authority and funding status. This should also include details on committed projects, projects requiring funding and later indicative investments, together with interim speed and enforcement treatment whenever capital upgrades are delayed or deferred.

Publishing sufficient medium to long term mapping also helps industry in Tasmania to proactively plan workforce, equipment and supply chains, enabling greater investment confidence.

Recommendation 7: Make Bass Highway the next major corridor priority

RACT welcomes the Australian and Tasmanian governments' continued investment in Bass Highway safety. Building on existing commitments and corridor planning, the Bass Highway must remain a major safety priority supported through sustained funding, rolling 10-year delivery program, with clear annual milestones, risk-based sequencing and public reporting on progress.

The Government's 2023 corridor strategy recorded 330 crashes on the Launceston - Devonport study corridor between August 2015 and July 2020, including five fatal crashes and 17 serious injury crashes. In recent years following the study, Bass Highway has continued to see a disproportionate number of serious crashes and is consistently recognised as one of Tasmania's highest-risk trauma corridors. The safety audit identified sections with no separation between opposing traffic, narrow shoulders and high-speed limits. RACT believes these findings support Bass Highway to become the next major corridor program with clear delivery dates and immediate speed management and enforcement where construction remains years away.

The Midland Highway upgrade provides a practical benchmark: a minimum three-star AusRAP safety standard, supported by median barriers, wider sealed shoulders and safer overtaking opportunities. Bass Highway investment must deliver at least this standard, with newly constructed sections achieving RACT's policy benchmark of four stars.

RACT urges Government to publish a detailed 10-year delivery plan, prioritising sections using updated death and serious injury data overlaid with AusRAP assessments, and report annually on construction progress and safety outcomes. The same network-wide assessment should determine which corridors follow Bass Highway.



Recommendation 8: Establish Independent taskforce to undertake a review

RACT recommends that Government establish an independent taskforce to review why the previous road safety strategy did not achieve its goals and publish its findings within six months of establishment.

The taskforce should have an independent Chair and include experts in road safety research, crash data analysis, road engineering, enforcement, public health and program evaluation, alongside RACT and road trauma survivor representation. Its membership must enable independent scrutiny of the agencies responsible for delivery.

The review must examine implementation, funding, governance and intervention effectiveness, identify where delivery and accountability fell short, and recommend specific corrective actions.

Recommendation 9: Make performance and funding transparent

To support the delivery group, within six months RACT urges establishing a common performance framework and data-sharing agreements, which would cover crashes, infrastructure, enforcement, vehicle and hospital outcomes.

RSAC would then release the quarterly dashboard within 60 days of quarter-end and an annual Road Safety Performance and Investment Report within three months of year end.

Measure	Required public reporting
Deaths and serious injuries	Separate and combined counts; annual target; rolling three-year trend; population and exposure rates where reliable; breakdowns by road type, region and road user.
Speed and enforcement	Mean and 85th-percentile speeds at representative sites; percentage exceeding limits; operational camera systems, deployment hours, regional coverage and offence rates per vehicles checked.
Infrastructure and interim action	Priority segments assessed and treated; travel on roads meeting the adopted safety standard; barriers and intersection treatments; speed reviews completed; untreated high-risk segments and delay reasons.
Investment and delivery	Baseline funding, Road Safety Levy and camera receipts reported separately; audited expenditure; projects against budget and schedule; forecast and realised benefits; evaluations and corrective actions.
Governance and safer vehicles	RSAC recommendations and response times; overdue actions; vehicle safety procurement compliance and fleet safety indicators; outcomes of funded community programs.

RACT also supports commissioning independent reviews at least every three years and after substantial intervention changes.

Recommendation 10: Safe drivers and safer cars across the community

RACT knows that developing safer drivers requires a licensing system that builds competence, capable supervisors and access to safer cars.

RACT's *Alongside* youth road safety project examines how Tasmania can better support learners and supervising drivers through consultation, education and evaluation. Its international recognition reflects a focus on improving safety maturity: identifying weaknesses in the system, acting on evidence and continually improving how people learn to drive.

RACT recommends the Strategy recognise that reaching and supporting young people experiencing disadvantage is inherently complex, and that safe licensing outcomes for this cohort are rarely achieved through driving instruction alone. *Alongside's* findings highlight the need for practical supervisor support and targeted assistance for disadvantaged learners, who face barriers to lessons, supervision and safer vehicles.

Evaluations of two Tasmanian learner support programs show that driving instruction, combined with broader support, delivers approximately \$3.70 - \$3.90 in social and economic value for every \$1 invested, helping to reduce barriers to education, work, health and recreation, and social inclusion.

RACT recommends strong, sustained investment in learner and supervisor support, with evaluation findings used to continuously improve the Graduated Licensing System and expand effective programs. This investment must address the barriers faced by disadvantaged learners, including access to safer cars, and measure both road safety outcomes and broader education, employment and independence benefits.

This must include targeted support for disadvantaged learners and practical guidance on choosing safer cars using ANCAP and Used Car Safety Ratings. Within 12 months, Government should publish a baseline assessment of Tasmania's vehicle fleet safety and set measurable targets to improve it, including access to safer vehicles for young and inexperienced drivers.



Recommendation 11: The first two years of implementation

The following approach is recommendation to ensure effective implementation.

Deadline	Required milestone
At adoption	Numerical targets, annual milestones, published benefit modelling, governance and delivery leads.
Within 6 months	Independent review; funded enforcement expansion plan; public performance framework; priority average-speed corridor list.
Within 12 months	Initial public risk map; high-risk speed reviews; detailed multi-year Bass Highway plan; hypothecation legislation; average-speed trial evaluation and deployment decision.
Within 18 months	Published 40-year network plan and detailed 10-year corridor plans; priority corridor assessments complete.
Within 24 months	Significantly expanded mobile speed camera systems; at least double baseline deployment hours; suitable priority average-speed corridors commissioned; staged whole-network assessment program in place.
Ongoing	Quarterly dashboard; annual independent assessment and audited investment report; immediate treatments after risk assessments; mandatory corrective action and three-year independent reviews, along with investments in safe drivers and safe cars.



Future risks and system adaptation

The road transport environment will continue to evolve through changes in vehicle technology, mobility patterns, demographics, environmental factors and road-user behaviour. A mature Safe System approach requires ongoing monitoring and adaptation to ensure policy settings remain effective.

RACT also recommends that the Strategy:

- Monitor emerging mobility risks, technological developments and vehicle safety trends, and incorporate findings into future policy and investment decisions;
- Periodically review major road safety programs and initiatives to ensure they remain aligned with emerging evidence and Tasmania's evolving risk profile; and
- Develop mechanisms for piloting, evaluating and scaling innovative approaches where evidence demonstrates improved safety outcomes.

The next strategy must tell Tasmanians what will change, when it will change and how Government will demonstrate that it is reducing harm.

RACT is seeking a safer road system that protects people now, while building the infrastructure needed over coming decades.

Everyone has a part to play in making Tasmania's roads safer, from Government, road authorities and industry to communities and individual road users. RACT is committed to working together with these partners to reduce road trauma. Clear responsibilities, shared learning and transparent reporting will help us build progress and ensure collective efforts make a lasting difference.

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