

TAC Local Government Grant Program

2026 Funding Guidelines



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Acknowledgement of Country

The Transport Accident Commission (TAC) acknowledge the Wadawurrung peoples as the Traditional Owners of the Land on which we developed these Guidelines at our Geelong head office.

We also acknowledge the Wurundjeri Woi-Wurrung, Bunurong/Boonwurrung and the Dja Dja Wurrung peoples as the Traditional Owners of the lands where our other offices are located in Melbourne, Narre Warren and Bendigo. We acknowledge their deep and continuing connection to land, sea and skies.

We acknowledge the impact of colonisation and the ongoing challenges experienced by Aboriginal and Torres Strait Islander people, particularly those with disability and those who are unable to access safe, suitable and trusted supports and services.

We pay our respects to Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander people in our community. We respect and are guided by our First Nations voices.

Introduction

The Transport Accident Commission (TAC) is a Victorian Government-owned organisation that promotes road safety and supports people who have been injured on our roads.

About the TAC

Along with our road safety partners, the Department of Transport and Planning, the Department of Health and Human Services, the Department of Justice and Community Safety, and Victoria Police, the TAC is working to achieve the vision of zero deaths and serious injuries on our roads.

This work is guided by the [Victorian Road Safety Strategy 2021-2030](#).

The objectives of the Strategy are to:

- Ensure all Victorians are safe and feel safe on and around our roads.
- Halve road deaths and progressively reduce serious injuries by 2030.
- Embed a culture of road safety within the Victorian community.

The Safe System

Australia adopts a Safe System approach to road safety, as do many other developed nations. The Safe System is a holistic approach to road safety that recognises different elements of the road environment must work together to keep everyone safe. These elements include roads and roadsides, vehicles, travel speeds, and road users.

The Safe System is based on the following principles:

- **People make mistakes**
When those mistakes occur on the road, they can lead to crashes.
- **Humans are fragile**
Our bodies are vulnerable and have limited ability to tolerate crash forces. Any impact beyond 30km/h significantly increases the risk of dying.
- **Road safety is a shared responsibility**
Everyone has a part to play in keeping themselves and others safe on the roads.
- **The road system must be forgiving**
Building a forgiving road system ensures crash forces do not exceed the limits the human body can tolerate.



TAC Local Government Grant Program

The TAC Local Government Grant Program provides opportunities for Victorian Local Government Authorities (LGAs) to improve road safety in their local communities.

The program supports projects aligned with the [Victorian Road Safety Strategy 2021-2030](#) that adopt Safe System principles to reduce crashes, particularly those involving pedestrians and cyclists.

The TAC and its road safety partners recognise the important role that LGAs will play in helping to achieve Victoria's ambitious road safety targets. LGAs are uniquely placed to identify road safety problems and implement solutions in their local areas.

Eligibility

To be eligible for funding, applicants must:

- Be a Victorian LGA.
- Ensure applications to the Infrastructure and Analysis funding categories are primarily focused on road safety issues relating to cyclists and/or pedestrians and are on local government managed roads.
- Match TAC funding on a 1:1 basis if successful in the Infrastructure funding category.
- Provide evidence of current public liability and professional indemnity insurance.

Key Dates

Round open	9.00 am Monday 15 June 2026
Round close	3.00 pm Wednesday 22 July 2026
Notification	February 2027*
Project Delivery	March 2027 - August 2028

*Due to the Victorian State election, notification of application outcomes is not expected to occur until February 2027. Applicants will be kept informed as further information becomes available.



What funding is available?

This program offers four funding categories. LGAs are welcome to submit one application per funding category.

1 Analysis Grants of up to \$30,000

2 Infrastructure Grants of up to \$100,000 with conditional 1:1 contribution from the LGA

3 Road Safety Strategy and Action Plan Grants of up to \$50,000

4 Variable Message Sign (VMS) Grants of up to \$30,000

Analysis Grants

Analysis grants of up to \$30,000 are available to investigate pedestrian and cyclist road safety issues, as well as develop concepts related to speed management and infrastructure treatments. These projects should prioritise Safe System principles and contribute to enhancing the safety of vulnerable road users. Collaboration with key stakeholders is encouraged to ensure a proactive approach to road safety.

Previous projects funded through this category include the identification and development of Safe System concepts for a high-risk pedestrian crossing location, as well as the analysis of vulnerable road user safety in a shopping precinct.

Localised strategic planning (e.g. town centre focus/LATMs) should be submitted under this funding category with a clear focus on improving safety outcomes for pedestrian and cyclists.



Infrastructure Grants

Infrastructure grants of up to \$100,000 with a conditional 1:1 contribution from the LGA are available to implement cost-effective road safety infrastructure designed to reduce the likelihood and severity of crashes involving pedestrians and cyclists. These infrastructure projects should demonstrate strong alignment with Safe System principles.

Infrastructure projects must:

- Align with sound research and/or established road safety design principles and safety treatments (see [Infrastructure Treatment Guide](#) for further information on what will and won't be funded).
- Identify how the project will reduce the risk of severe crashes for pedestrians and cyclists in the local area. LGAs should refer to:
[VicRoads Safe System Assessment Guidelines](#)
[Austrroads Safe System Assessment Framework](#)
- Include a community engagement plan (either to be implemented or already completed) and demonstrate community support for the project.
- Include project designs suitable for a Preliminary Design Stage Road Safety Audit.
- Include a detailed budget outlining all planned project expenditures.

Design requirements

Designs are to be suitable for a Preliminary Design Stage Road Safety Audit and should:

- Define the location/extent of where the treatment/s will be installed, and provide road name/s and sections (mid-block and intersecting roads) where suitable.
- Be on a scaled plan consisting of an aerial image base or survey base (if available) to provide context and show key locations the treatment/s will be supporting (e.g. schools, sports centres, elderly care facilities, public transport facilities, parkland).
- Identify any existing services and infrastructure that may impact or support the proposed treatment/s (e.g. drainage, kerb ramps, street lighting, street trees, existing footpath network, on-street parking, and residential driveways).
- Reference relevant standards, guidelines, and drawing notes to support the proposed treatment/s (e.g. width of paths, the height of wombat crossing, relevant line markings, and signage).
- Include photos of the existing location.

Successful infrastructure applicants will be required to submit finalised designs at the Pre-construction Progress Report stage for review and approval by the TAC.



Guidance on Safe System principles for pedestrians and cyclists

To assist LGAs in developing applications, the Safe System principles for pedestrians and cyclists are summarised below.

For pedestrians and cyclists, the main objective of the Safe System is to achieve a clear separation from vehicular traffic. However, due to practical limitations encountered in local streets, complete physical separation is not always possible. In these circumstances, the focus should be on designing local streets to ensure that any potential collisions involving vehicles and pedestrians or cyclists remain below the Safe System threshold of 30 km/h.

Safe System alignment of pedestrian and cyclist infrastructure measures is assessed based on the extent to which they impact injury severity, crash likelihood and exposure to potential conflict. Full separation, by definition, eliminates the likelihood of crashes, while vehicle travel speeds below 30 km/h help to ensure the impact speeds have a low risk of death or serious injury for vulnerable road users.

Although vehicle travel speeds of 30 km/h are generally considered survivable, it is important to acknowledge that cyclists and pedestrians, particularly older people and children, can still sustain significant injuries at this speed. As impact speeds increase, so do the risks of collisions, and the potential for serious injury escalates even more rapidly. On local streets where the default speed limit of 50 km/h applies, pedestrians and cyclists are exposed to impact speeds that exceed the Safe System human survivability threshold, resulting in significant injuries or even death if a crash does occur.

For these reasons, infrastructure improvement projects designed to separate pedestrians or cyclists from vehicular traffic or to achieve travel speeds of 30 km/h or lower should be prioritised.

Road Safety Strategy and Action Plan Grants

Grants of up to \$50,000 are available for LGAs to develop a Road Safety Strategy and Action Plan. [The Victorian Road Safety Strategy 2021-2030](#) aims to halve road deaths and reduce serious injuries by 2030. As many of the road corridors on the Victorian network are owned and maintained by LGAs, developing a Road Safety Strategy and Action Plan is critical to collectively achieving the State's road trauma reduction targets.

Where feasible, the Strategy should include a commitment to develop a Network Safety Plan. This plan defines network risk, identifies the Safe System end-state, and outlines the actions required to achieve it.

Benefits of developing a strategy

Developing a Road Safety Strategy and Action Plan can:

- Enshrine a Council's commitment to road safety and trauma reduction.
- Establish a clear, evidence based understanding of road safety risks and priorities.
- Align Council leaders, community, and stakeholders around a common understanding of the Safe System and effective risk reduction measures.
- Enable coordinated, accountable action and supports efficient use of resources.
- Guide delivery of best practice, publicly supported interventions that balance safety with broader societal goals.
- Enable continuous improvement through clear goals, monitoring, evaluation, and capability building.

Exclusions

Road Safety Strategy and Action Plan grants are not designed to fund mode specific transport strategies (e.g. a walking, cycling or active transport strategy). Instead, the focus is on supporting LGAs to develop network wide Road Safety Strategies. These plans are expected to improve safety outcomes across the entire road network for all users.

Variable Message Sign Grants

Grants of up to \$30,000 are available for LGAs to purchase Variable Message Signs (VMS). These signs provide a valuable mechanism for communicating key road safety messages and promoting safer behaviours among road users.

Partnership approach

Evidence indicates that road safety communications are more effective when aligned with police enforcement activities. Accordingly, applications that demonstrate a commitment to partnering with local police in development and delivering of VMS messaging projects will be given priority consideration.

Radar capability and data insights

Priority will also be given to funding VMS equipped with radar capability. Data collected from radar-enabled VMS can help support LGAs, Victoria Police, and the TAC to better understand speed-related behaviours and inform future road safety initiatives.

Deployment and messaging

As part of the grant application process, applicants are required to submit a messaging and deployment plan in accordance with the [VMS Deployment and Message Guide](#).

This guide supports LGAs to plan and deliver VMS road safety initiatives using TAC campaign-aligned messages that target key road safety issues and driver behaviours.

Placement and usage

Successful applicants must adhere to the placement and usage recommendations as outlined in the [VMS Deployment and Message Guide](#), in addition to any [Transport Victoria](#) requirements.

Quotes/costing

Applicants will be required to provide a quote to support their funding request.

How to Apply?

To apply, applicants will need to visit the [TAC Local Government Grant Program webpage](#) and follow the steps under 'How to apply'.

Applications are submitted and managed through the online grants platform, SmartyGrants.

Pre-application technical support

The TAC offers all LGAs a 30 minute pre-application support consultation. Through this support, experienced road safety engineers are available to provide project guidance and advice in line with the program objectives. We highly recommend that LGAs take up this opportunity.

Contact the TAC Road Safety Grants Team at lgagrants@tac.vic.gov.au if you would like to book a time.

Assessment

Assessment process

The TAC adopts an open, transparent and objective assessment process which consists of the following stages:

- **Eligibility** – Each application is assessed against the eligibility criteria. Any ineligible applications will not progress past this stage.
- **Assessment** – Each eligible application is individually reviewed and assessed against the defined assessment criteria. Individual assessment, including a technical assessment, is undertaken by a panel of road safety experts from the TAC and external organisations.
- **Recommendation** – All assessments are compiled into a recommendation report, and the final decision is made by TAC senior management.

Additional assessment considerations

During the assessment process, the TAC may consider fatal and serious injury (FSI) rates and high-risk road sections within LGAs as deciding factors. Additionally, the assessment panel may also consider past performance in delivering grant funded projects.

The TAC may negotiate grant amounts, designs, project plans and conditions. The outcome of these negotiations may impact the success of the application.

Staff salaries are not eligible for funding. Reasonable requests to cover project management costs and contingencies will be considered.

Assessment criteria

All eligible applications will be assessed against the following assessment criteria:

Criteria	Description
Improving local community road safety and Safe System alignment (30%)	<p>A local community road safety issue has been identified.</p> <p>The project is supported by evidence, including Safe System principles, which suggest the potential to reduce and prevent road trauma.</p> <p>Project objectives and anticipated road safety outcomes are aligned with the objectives of the <u>Victorian Road Safety Strategy 2021-2030</u>.</p>
Project delivery (30%)	<p>A detailed project plan is provided and clear deliverables are outlined.</p> <p>Infrastructure projects and, where appropriate, Analysis projects include designs suitable for a Preliminary Design Stage Road Safety Audit.</p> <p>A monitoring and evaluation plan is provided.</p>
Community engagement and partnerships (20%)	<p>A clearly articulated approach to engaging the community, or evidence of engagement that has already been undertaken is provided.</p> <p>One or more partnerships have been identified including the partners roles and responsibilities in supporting the delivery of the project.</p>
Budget (20%)	<p>A detailed project budget that reflects the project activities and deliverables is included.</p> <p>Quotes or cost estimates that support the budget are provided.</p>

Notification and feedback

Due to the Victorian State election, notification of application outcomes is not expected to occur until February 2027. Applicants will be kept informed as further information becomes available.



Information for successful applicants

Funding agreement

All successful grant applicants will need to sign a Funding Agreement and agree to the **TAC's Funding Standard Terms and Conditions**. These documents outline the roles and responsibilities of the successful applicant and the TAC.

The Funding Agreement will detail the agreed reporting and payment schedule, and final project summary. Applicants will be required to confirm the final project plan, deliverables and budget upon acceptance of the grant.

Project delivery

- Infrastructure, Analysis and Road Safety Strategy and Action Plan projects are to be delivered within 18 months, unless otherwise agreed by the TAC.
- VMS projects are to be delivered within 12 months, unless otherwise agreed by the TAC.

Reporting

Reporting is required to monitor project progress and ensure projects have been delivered as agreed. All reporting will be completed in line with the dates outlined in the Reporting and Payment Schedule of the successful applicant's Funding Agreement, and submitted online using SmartyGrants. Successful applicants will be required to report on the project at two stages:

- Progress Report
 - Due midway through the project for Analysis, VMS and Road Safety Strategy and Action Plan projects.
 - Due before construction for Infrastructure projects, and must include finalised designs for the TAC to review and approve.

Payment schedules

The payment schedule for each successful project will be outlined in the Funding Agreement. Payments are triggered by the execution of the Funding Agreement (Establishment Payment), and the receipt and acceptance of Progress and Final Reports. This includes the acceptance of Compliance and Road Safety Audits where required.

Payments schedules are as follows:

- Projects \$50,000 or less and/or with a project plan 3 months or less
 - Establishment payment (50 per cent)
 - Final payment (50 per cent)
- Projects over \$50,000 and/or with a project plan more than three months
 - Establishment payment (30 per cent)
 - Progress payment (50 per cent)
 - Final payment (20 per cent)
- VMS projects
 - Full upfront payment will be made upon execution of the Funding Agreement. Please note that evidence of proof of purchase will be required with the Final Report.



Road Safety and Compliance Audits

Successful Infrastructure projects may be subject to a Compliance and Road Safety Audit. Successful applicants will need to provide the TAC (or third-party auditor) with assistance and documentation as reasonably required. This includes formal responses to audit findings.

Terms and Conditions

The **TACs Funding Standard Terms and Conditions** are available online and should be reviewed before submitting an application.

Legislation compliance

Successful applicants must comply with Occupational Health and Safety requirements and ensure the project meets all relevant legislation.

Other requirements include:

- Appropriate insurance (including WorkCover) and providing certificates of currency prior to commencing:
 - Professional indemnity (\$1,000,000)
 - Public liability (\$5,000,000)
 - Workers' compensation under the applicable legislation
 - Personal accident insurance to cover any risks in relation to the project
- Address privacy obligations, including consent for use of personal information and images
- Ensure staff or volunteers have required checks (Working with Children' and/or police checks)
- Identify and manage occupational, health and safety issues that may be associated with the project
- Comply with Child Safe Standards as outlined in the **TACs Funding Standard Terms and Conditions**

Promotion of projects and public statements

All successful projects will be publicly announced by the TAC and will be published on the **TAC Local Government Grant Program website**. Successful applicants will be required to work with the TAC on publicity matters and seek written consent from the TAC before making any public statements, including any media releases about the TAC or in connection to their successful grant. Read the **TACs Funding Standard Terms and Conditions** for more information.



Contact us

Further information on the
[TAC Local Government Grant
Program website.](#)

If you would like to speak with
someone from the TAC Road
Safety Grants Team, please email
lgagrants@tac.vic.gov.au