

RACT SAFE ROAD USERS POLICY



MAY 2019

RACT POLICY – SAFE ROAD USERS

Organisation	RACT
Business Unit	Advocacy Committee

Version	Author	Description	Date Revised	Review Date
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MOBILITY STRATEGY PILLAR: ROAD SAFETY

Road safety is the first pillar of RACT's mobility strategy. Within this pillar, RACT's vision is to ensure the safety of all Tasmania's road users.

1) SAFE ROAD USERS POLICY STATEMENT

1.1 Safe Road Users Explained

- RACT believes dangerous driving involves a range of behaviours, known as the Fatal Five, including drink and drug driving, speeding, inattention, non-wearing of seatbelts and fatigue.
- RACT considers vulnerable road users to include young and physically or medically-impaired drivers, motorcyclists, cyclists, pedestrians, personal mobility device users, young children, incident response personnel, road workers and tourists.

1.2 Purpose of this Policy

- This policy addresses support for education and enforcement around dangerous driving and increased education for young drivers.
- It also addresses the safety of young and physically or medically-impaired drivers, motorcyclists, cyclists, pedestrians, personal mobility device users, young children, incident response personnel, road workers and tourists.

1.3 Relevance to RACT

- RACT advocates for all road users, irrespective of age or mode of transport, to move safely around Tasmania and to have current knowledge of road rules and behaviours.
- There are a variety of vulnerable road users, which are being impacted by number of changes. Population growth is resulting in greater vehicle and motorcycle use.
- Changing demographics and an increased focus on active transport and personal mobility devices has resulted in an increase in non-vehicle mobility options.
- Tourism growth and increased population diversity can create greater on-road risks.

2) BACKGROUND, EVIDENCE AND POSITION

2.1 Background

- The National Road Safety Strategy (NRSS) was signed by all Australian State Governments in 2011 with the aim of reducing road deaths and serious injuries by at least 30% by 2020 (Australian Automobile Association, 2018).
- The NRSS is based on the Safe System approach to improving road safety and considers four key pillars: safe vehicles, safe roads, safe road users and safe speeds (Department of Infrastructure, Regional Development and Cities, 2018).

- The Safe Systems approach forms part of the Tasmanian Government's Towards Zero – Tasmanian Road Safety Strategy. This strategy is a long-term vision where no road user is seriously injured or killed as the result of a crash in Tasmania (Department of State Growth, 2018).

This policy takes into account the following issues:

Dangerous driving

- The Fatal Five contributors to road deaths in Australia include speed, seatbelts, alcohol and drugs, inattention and fatigue.
- Speeding is the leading cause of fatal and serious injury crashes in Tasmania, followed by driving under the influence of alcohol or drugs, inattention (mobile phones) not wearing a seatbelt and fatigue.
- Speeding can be divided into three categories (Transport Accident Commission, 2019):
 - **Excessive:** deliberate and over the limit by a large amount.
 - **Low level:** the most common where drivers are marginally over the limit (usually 5km/hour).
 - **Inappropriate:** travelling at speeds unsuitable for the conditions such as wet or unsafe roads.
- Speeding means people require more distance to stop to avoid a crash, have less time to react to changes in the road, traffic conditions and other motorists, and are at a greater risk of losing control (TAC, 2019).
 - Crashing at higher speeds causes the human body to be subjected to greater force, reduces the effectiveness of seatbelts and airbags and causes almost certain death to pedestrians and cyclists.
- Drivers are not permitted to drive with a Blood Alcohol Concentration of 0.05 or greater. Driving drunk can impair vision, concentration, reaction and cause drowsiness, which increases the risk of a crash (Transport Accident Commission, 2019).
 - Illegal, and some prescribed, drugs can inhibit motor skills and a motorist's ability to control a vehicle.
- Inattention can include looking at and using a mobile phone, adjusting in-car controls, eating or drinking, not paying attention or talking to passengers and moving objects (TAS, 2019).
- Seatbelts and child restraints reduce the risk of serious or fatal injury by limiting the body's movement and avoiding contact with the interior of the vehicle if involved in a crash (TAC, 2019).
- Driver fatigue can impair reaction times, impact on concentration and judgement and falling asleep while driving (TAC, 2019).
- RACT understands that Tasmania Police monitors: speeding through speed detection devices, drunk and drug driving through breath and drug testing as well as inattention/mobile phone use and seatbelt use through motorcycle lane filtering.

Young drivers

- Research shows young Tasmanian drivers aged between 17-25 years are over-represented in serious casualty crashes, which is a serious road safety issue (Department of State Growth, 2019).

- A lack of experience, risk-taking tendencies, driving at high-risk times and inattention, all contribute to the elevated crash risk for young novice drivers (RACQ, 2019).
- There are three stages to the Graduated Licensing Scheme in Australia, including standard, enhanced and exemplar (Transport for NSW, 2014):
 - Standard includes 50 hours of supervised driving and a three year provisional period (Western Australia).
 - Enhanced involves 80-100 hours with 10 at night, a restriction of multiple passengers on P1 and a three year provisional period (South Australia).
 - Exemplar is 100-120 hours, with 15-20 at night, a four year provisional period and restrictions of passengers on P1 (Victoria, NSW, Queensland).
- Tasmania has traditionally had one of the most lenient schemes in Australia, with a standard GLS model introduced in 2009, compared to a mix of enhanced and exemplar GLS models on the mainland.
- However, in May 2019 the Tasmanian Government announced it would be moving to enhanced GLS within 12-18 months (Department of State Growth, 2019).
 - This will result in an increase to a mandatory 30 hours of supervised driving for L1 drivers, which when coupled with the 50 hours of L2 is 80.
 - The changes also include 15 hours of night driving, a hazard perception test, no hands-free devices for learner or provisional drivers and a reduction in peer passengers for P1 drivers. There are family, work and educational exemptions.
- The Tasmanian Government provides funding to learner driver mentor programs, which are overseen by Driver Mentoring Tasmania and run by community groups across the state (Department of State Growth, 2019).
 - These programs allow disadvantaged learner drivers to access a car and supervisory drivers to assist in the development of their driving skills.
 - This aims to help youths complete their learner hours and practical testing, allowing them to access work, education and health care, and decrease the risk of unlicensed driving.

Pedestrians and cyclists

- Pedestrians, cyclists and personal mobility device users, including e-bikes, e-scooters and disability scooters, have a high risk of being severely injured in a crash with a vehicle as they are completely unprotected and have no physical protection to absorb crash energy (Department of State Growth, 2019).
- RACT understands the safe co-existence between cyclists, pedestrians and other traffic can be achieved through better education, enforcement and engineering.
- Separation of cyclists from vehicles is the most effective way to reduce the risk of rider injury. Cycleways also alleviate safety concerns of cyclists, enticing more people to ride (Bicycle Network Australia, 2017).
- Separated cycleways, wider footpaths, street furniture, landscaping, overpasses, narrower streets, improved signals and crossings, as well as lower speed limits in key CBD, suburban and rural areas can increase safety and the appeal of walking and cycling (Heart Foundation, 2018).
- In 2017, the Tasmanian Government implemented new minimum vehicle passing distances from cyclists. This included 1.5 metres in speed zones more than 60km/h and at least 1 metre on zones below 60km/h.

Motorcyclists

- Motorcyclists are over-represented in serious casualty crashes as they are not as visible as larger vehicles and, like pedestrians, are not well protected during a crash (Department of State Growth, 2019).
 - There is evidence that motorcycles are over-represented in speed-related crashes in Australia (NRSS, 2011).
- Like cyclists and pedestrians, motorcyclists are also considered vulnerable road users as they have a high risk of being severely injured in a crash with a vehicle as they are not as well protected and have no physical protection to absorb crash energy (Department of State Growth, 2019).
- Since late 2017, Tasmanian motorcyclists now need to undergo a two-day pre-learner training course which will include on-road motorcycle rider mentoring and coaching activities (Department of State Growth, 2019).
 - They then need to have their licence for six months before undertaking a new pre-provisional off-road and on-road assessment in order to obtain a P1 motorcycle licence
 - Motorcyclists can also undertake refresher courses if they have not ridden a bike in a long period of time.
- Motorcyclists can keep safe by following speed limits, wearing helmets and the latest protective clothing, riding to the conditions, not riding when fatigued and maintaining the latest safety motorbike features (Transport Accident Commission, 2019).
- Fully licenced motorcyclists are allowed to lane filter in Tasmania as of January 2019, providing it is not: in a school zone, at speeds greater than 30km/h, at the edge of the road or near pedestrians, cyclists, heavy vehicles and parked cars. It is a means to improve traffic flow (Road Safety Advisory Council, 2019).
- Additionally, there are concerns that guard rails and flexible wire barriers can create a hazard for motorcyclists who fall and hit the posts (Department of State Growth 2019).
 - The Tasmanian Government has agreed to fit rub rails below guard rails on high speed, tight radius corners and for padding to be fitted on wire barrier posts on slow speed, tight radius corners.

Fitness to drive

- All Tasmanian drivers, regardless of age, have a legal responsibility to notify the Registrar of Motor Vehicles if they develop a permanent or long-term medical condition likely to affect their driving ability (Department of State Growth, 2019).
 - These drivers must notify the Registrar of Motor Vehicles of the condition at which point they may undergo a medical assessment to judge whether they require a conditional licence, a licence cancellation or regular check-ups. This is the legal responsibility of the driver not their doctor.
 - Medical and physical impairments for drivers can include: heart conditions, hearing and vision impairments/eye diseases, diabetes, psychiatric and sleep disorders, physiological decline and neurological conditions like dementia, stroke, Parkinson's disease, epilepsy and multiple sclerosis, as well as physical injury (broken bones).

- Research shows that being “unwell or infirm” has been a factor in a relatively low number of fatality and serious injury crashes (Department of State Growth, 2019).
- Elderly drivers aged 65 and over are under-represented in crash statistics; however, they still make up a significant proportion of serious casualty crashes (Department of State Growth, 2019).
 - Physical changes associated with ageing such as vision, memory and reaction speed, can increase the risk of crashes
- In Tasmania, after people turn 65 they can renew their driver’s licence when it expires, as is the case for other motorists. This renewal will only be valid for a five year period (Department of State Growth, 2019).
- Since 2014, drivers aged 75 years and over no longer need to undertake a mandatory annual medical assessment to retain their licence (Department of State Growth, 2019).
 - However, they must self-assess their driving abilities with family, friends or doctors and notify the Registrar of Motor Vehicles if there are changes to their physical or mental state that may impact their driving.

Young passengers

- Children under 6 months must use a rear-facing child restraint with an inbuilt harness. They must not sit in the front row if the vehicle has two or more rows of seats (Department of Social Services, 2019).
- Children aged 6 months to 4 years must use a rear-facing or forward-facing child restraint with an inbuilt harness. They must not sit in the front row if the vehicle has two or more rows of seats (Department of Social Services, 2019).
- Children aged 4 years up to 7 years must use a forward-facing approved child restraint with an inbuilt harness, or an approved booster seat with a properly fastened and adjusted seatbelt or child safety harness. They can sit in the front row only if all other rear seats are occupied by children under 7 years, in vehicles with two or more rows of seats (Department of Social Services, 2019).
- Children aged 7 years and older must use a properly adjusted and fastened child restraint or adult seatbelt, depending on their size. However, many children are not big enough until they reach 10-12 years old as seatbelts are designed for people who are at least 145cm tall (Department of Social Services, 2019).

Incident response personnel and road workers

- Slow Down Move Over legislation is designed to improve the safety of emergency workers and first response personnel, as well as the people they are protecting, during crashes or road incidents across Australia (Road Safety Commission, 2019).
- The laws typically dictate that drivers travelling in the same direction as stationary incident response vehicles with flashing red and blue or magenta lights must travel at no more than 40km/h when passing (Road Safety Commission, 2019).
- However, on NSW roads with a speed limit of 90km/h or more, motorists are required to slow down to a reasonable speed before providing sufficient distance between their vehicle and emergency and breakdown assistance vehicles, as well as tow trucks. This is safer than slowing to 40km/h in high speed areas. On roads with a speed of 80km/h or less, motorists are required to slow to 40km/h (Transport for NSW, 2019).

- In Western Australia, drivers must drive at 40km/h when passing all emergency response and breakdown assistance vehicles, and tow trucks (Road Safety Commission, 2019)
- The 40km/h laws are also active in Victoria and the ACT, with a 25km/h limit in South Australia. However, the laws do not cover breakdown assist vehicles and tow trucks in these three states. Queensland does not yet have such legislation.

Tourists

- Many of Tasmania's roads are dangerous or risky due to narrow width, windiness as well as unsafe bitumen or gravel surfaces. Therefore, educating visitors about driving to the conditions, speed limits and wildlife is crucial, as well as tourist signage relating to dangerous stretches (RSAC, 2018).
 - RSAC has an information page for visiting road users dedicated to these issues.
- New permanent residents of Tasmania from interstate or overseas must make arrangements with Service Tasmania to get a Tasmanian licence. People can drive or ride in Tasmania on an interstate licence provided it is current, for up to three months (Department of State Growth, 2019).
- People can drive or ride in Tasmania on an overseas licence if they have a temporary visa, or a permanent visa that has not been issued more than three months, as long as their overseas licence remains current and their visitor's exemption has not been terminated (Department of State Growth, 2019).

2.2 Evidence

Dangerous driving

- Speeding is the leading cause of fatal and serious injury crashes in Tasmania, listed as a contributing factor in 29% of these crashes each year (Department of State Growth, 2018).
- Research shows that with each 5km/h increase in speeds above 60km/h, the risk of a collision resulting in death doubles. Reducing speed by 5km/h can result in a 15% decrease in crashes (Transport Accident Commission, 2019).
 - Speeds up to 15km/h over the speed limit contribute to a large proportion of serious casualties (NRSS, 2011).
- Driving under the influence of alcohol or drugs is a contributing factor in 24% of fatal and serious injury crashes in Tasmania each year (Department of State Growth, 2018).
- Inattention is a contributing factor in 19% of fatal and serious injury crashes in Tasmania each year (Department of State Growth, 2018).
- Not wearing a seatbelt is a contributing factor in 11% of fatal and serious injury crashes in Tasmania each year (Department of State Growth, 2018).
- Fatigue is a contributing factor in 4% of fatal and serious injury crashes in Tasmania each year (Department of State Growth, 2018).
 - Someone who has been awake for 17 hours has the same risk of an accident as someone with an alcohol reading of 0.05 and are seven times more likely to have an accident (TAC, 2019).
 - Going without sleep for 24 hours has the same effect as a BAC of 0.1.

Young drivers

- Young road users, aged 17-25, are on average involved in 30% of serious casualty crashes per year, despite only comprising 10% of the Tasmanian population (Department of State Growth, 2018).
- If this data is limited to just drivers, the fatality and serious injury total for young motorists is 20% (Department of State Growth, 2018).
- Research from Victoria in 2017 found almost 43% fewer drivers aged 18-23 had been involved in fatal or serious injury crashes since the state's GLS was introduced 10 years previously (VicRoads, 2017).
 - By comparison, there had only been a 29% reduction among older, more experienced drivers.
- Australian road trauma data from 2015 shows that deaths among the 15-24 age group dropped by 29% over the previous 10 years due to the GLS. Each Australian jurisdiction has achieved reductions through the introduction of GLS models (Transport for New South Wales, 2015).

Pedestrians, cyclists and motorcyclists

- Pedestrians are involved in an average of 10% of fatalities and serious injuries per year,
- Cyclists are involved in an average of approximately 3% of fatalities and serious injuries (Department of State Growth, 2018).
- On average, motorcyclists are involved in 29% of fatalities and serious injuries on Tasmania's roads per year, despite comprising 4% of vehicles registered in Tasmania (Department of State Growth, 2018)

Fitness to drive

- Being "unwell or infirm" has been a factor in 4.8% of fatalities and 4.5% of serious injury crashes in Tasmania over the past 5 years (Department of State Growth, 2019).
- On average, elderly road users, aged 65 and over, make up 15% of serious casualty crashes per year while being about 20% of the Tasmanian population. If this data is limited to just drivers, the fatality and serious injury total for elderly motorists is 18%. (Department of State Growth, 2018).

Young passengers

- An approved and properly fitted car seat may reduce the risk of death or serious injury in road crashes by up to 70% (Department of State Growth, 2019).

Incident response vehicles and road workers

- Between 2003 and 2017 there were 47 first respondent fatalities on Australian roads (Safe Work Australia, 2019).
- RACT has 21 Roadside Patrols. A recent survey of 20 patrols indicated that 75% experienced a near miss in the 12 months to January 2019, with 60% experiencing more than one near miss over the same period.

- Additionally, 30% reported a near miss in the week prior to taking the survey.

Tourists

- On average, non-Tasmanian residents (interstate) and non-Australian residents (overseas) make up on average 11% of fatalities and serious injuries per year. (Department of State Growth, 2018).
 - Specifically non-Tasmanian-residents average approximately 9% and non-Australian-residents comprise approximately 1.6%.
 - Of the non-Tasmanian-resident serious casualties about 50% are motorcyclist riders and pillion.

2.3 Position

Dangerous driving

RACT

- Urges Tasmania Police to enforce road rules based on research and understanding of high-risk and high-offence areas, and to educate motorists during this enforcement.
- Urges Tasmania Police to conduct a greater number of its enforcement activities as highly visible operations, as opposed to covert or civilian-based enforcement, as visible presence acts as a deterrent.
 - Covert operations should only be conducted in areas with known higher crash rates and where there are adequate speed limit signs, or to support targeted serious-offender operations.
- Supports the enforcement of speeding, drink and drug driving, inattention, seatbelts and fatigue, by Tasmania Police, with penalties to reflect the seriousness of offences.
 - Penalties should be reviewed regularly based on motorist behaviour and to reinforce the message that these behaviours are unacceptable.
 - The proceeds of fines must be returned to road maintenance, road safety programs, initiatives, public education and black spot road programs.
- Strongly urges the use of permanent speed cameras with appropriate warning signage, as well as portable signs advising drivers of hand-held speed camera operations.
 - Fixed or hand-held speed camera operations should be conducted in areas with an identified risk issue, high crash history, high pedestrian activity or a history of speeding behaviour.
- Supports Tasmania Police in the clamping and confiscation of vehicles as a penalty for serious speed or anti-social driving offences.
- Supports the introduction of point-to-point speed enforcement in Tasmania through use of an average speed mechanism. Point-to-point enforcement should only be used in locations where excessive speeding is prevalent and crash rates or identified risk is unacceptably high.
- Supports additional resourcing for Tasmania Police to enforce random breath testing and random drug testing, as well as alcohol interlocks for recidivist drink drivers.
- Encourages the development of technology that detects mobile phone use and non-wearing of seatbelts while driving, as well as police enforcement of these infringements through motorcycle lane filtering.

- Encourages the development and rollout of vehicle and mobile technology that prevents motorists from using mobile phones when a car is started.
- Supports intervention, rehabilitation and education programs that address illegal road user behaviour, as well as post-licence driver training courses to improve safety.
- Will conduct and support education programs designed to teach motorists about the dangers of speeding, drink and drug driving, inattention, seatbelts and fatigue, as well as road rage and courteous driving and driving to the conditions
 - RACT also supports external road safety education of high-risk groups and repeat offenders.
- Supports the use of Automatic Number Plate Recognition (ANPR) cameras to detect wanted, unregistered or stolen vehicles and unlicensed drivers.

Young drivers

RACT

- Supports the Tasmanian Government's changes to the GLS, which results in Tasmania's scheme moving from standard to enhanced.
- Supports the long-term goal of introducing the exemplar GLS model in Tasmania.
- Encourages improved education and communication between researchers, driver trainers, parents and novice drivers so driving material is well understood.
 - This includes encouraging parents to help prepare learner drivers before they obtain their provisional licence.
- Encourages the Tasmanian Government to provide additional support to learner driver mentoring programs for disadvantaged youths to have access to a car, supervisory drivers and professional driving lessons.
 - This will help youths complete their learner hours and practical testing, allowing them to access work, education and health care, and decrease the risk of unlicensed driving.
- Supports compulsory road safety education in schools for all Tasmanian Year 10 students, at a minimum, as a strategy to address behavioural change for pre-learners.
- Encourages the Tasmanian Government to replace the existing learner knowledge test with PrepL, an interactive online tool that must be passed to obtain a learner licence, as well as the electronic submitting of hours via computer or smart phone technology.
- Will continue to deliver and advocate for a range of education programs dedicated to driver training and safe driving.

Pedestrians and cyclists

RACT

- Strongly urges all levels of government and key stakeholders to facilitate the safe co-existence of cyclists, pedestrians and all vehicles through better education, enforcement and engineering.
 - This could include separated cycleways, wider footpaths, street furniture, landscaping, overpasses, narrower streets, improved signals and crossings, as well as lower speed limits.

- Supports the reduction of speed limits to 40km/h and below in areas of high pedestrian and cyclist traffic, if backed by an evidence-based review of roads that have become a safety concern. Limits should only be reduced when necessary and appropriate.
- Strongly supports laws that dictate minimum vehicle passing distances from cyclists.
- Will continue to deliver and advocate for a range of education programs dedicated to pedestrian and cyclist safety, including campaigns regarding high visibility clothing and helmet use for cyclists.

Motorcyclists

RACT

- Supports the Tasmanian Government's implementation of pre-learner training and mentoring, pre-provisional assessments and refresher courses for motorcyclists
 - These should be related to safe riding behaviours, safe speeds, the dangers of certain manoeuvres, wearing of appropriate safety gear, new safety technology such as ABS brakes and traction control, and how to share the road with other road users.
- Encourages the Tasmanian Government to implement a sharing the road course for motorists to make them aware of motorcyclists' vulnerability.
- Encourages the Tasmanian Government to educate motorcyclists and drivers about motorcycle lane splitting and lane filtering.
- Supports the Tasmanian Government fitting rub rails below guard rails on high speed, tight radius corners and for padding to be fitted on wire barrier posts on slow speed, tight radius corners to protect motorcyclists during a crash.

Fitness to drive

RACT

- Urges motorists that are experiencing any permanent or long-term medical conditions to talk to their doctor about whether it may affect their driving ability.
- Urges medical professionals to be more accountable in the accurate assessment and reporting of medically impaired drivers of all ages, not just elderly drivers.
 - This should involve doctors being more proactive in facilitating interventions relating to conditions that may affect driving ability and reporting these to the driver, family or as a last resort the Registrar of Motor Vehicles.
 - Interventions should then lead to drivers undergoing a medical and/or driving assessment to judge whether they require a conditional licence, a licence cancellation or regular check-ups.
- Encourages the implementation of governmental awareness programs focussing on the assessment of driving capabilities. This would target drivers, doctors, other medical professionals and family members, in order to better facilitate the above positions.
- Supports the Tasmanian Government's decision to allow drivers 65 and over to renew their licence when it is out of date and for drivers 75 and over to self-assess their driving capabilities, alongside family, friends and doctors. However, this must align with the positions outlined above.
- Will continue to deliver and advocate for education programs dedicated to all medically-impaired drivers.

- Encourages the Tasmanian Government and public transport operators to provide alternative transport options for all medically-impaired drivers who cannot drive, particularly in rural and remote regions.

Young passengers

RACT

- Supports compliance with the Australian Road Rule that all children from birth to 7 years of age must wear an approved child restraint that is properly fastened and adjusted.
 - This includes a rear facing car seat for children up to 6 months, a forward facing car seat for children aged 6 months to 4 years and a booster seat from 4 years to 7 years.
 - Children aged 7 years and older must use a properly adjusted and fastened child restraint or adult seatbelt, depending on their size.
 - Penalties for not abiding by these rules must reflect the seriousness of the offence.
- Urges parents and carers to only switch children, who are aged 7 years and older, to seat belts once they are 145cm tall, as this is considered best practice.
- Will continue to educate parents and carers on the importance of the proper child restraint use through child restraint fitting and checking services and community awareness campaigns.
- Urges the Tasmanian Government to conduct similar programs and campaigns.
- Urges the Tasmanian Government to implement laws that dictate the mandatory fitting of seat belts on all new school buses in Tasmania, regardless of size.

Incident response vehicles and road workers

RACT

- Strongly supports the introduction of Slow Down Move Over laws in Tasmania that require motorists to reduce speeds when passing: emergency service vehicles (red and blue lights), National Heavy Vehicle Regular vehicles (magenta lights) as well as other incident response workers (RACT Roadside Assist vehicles and tow trucks with amber lights).
- Strongly urges the Tasmanian Government to conduct regular reviews of the impacts of this legislation in Tasmania and other states, given the immaturity of Slow Down Move Over laws in Australia. Legislative changes should be introduced if more appropriate models have been proven to deliver safer outcomes.
- Will support any measures that enhance the safety of and better protect roadside workers, such as high visibility clothing, lower speed limits and enforcement of these limits, as well as separation from traffic via barricades.

Tourists

RACT

- Strongly encourages the Tasmanian Government and RSAC to continue delivering a range of education programs dedicated to the road safety of tourist drivers.

- Encourages local government and the Tasmanian Government to develop advisory speed zoning and warning signage on regional roads with high crash history or high risk, in order to assist visiting drivers.
- Encourages the Tasmanian Government to ensure that appropriate checks, education and testing are in place for the licensing of interstate and international drivers on Tasmania's unique roads, including transfer of existing licences from other jurisdictions.

3) SCOPE

3.1 Policy Application and Ownership

This policy applies to:

- Tasmanian road users
- Bicycle Network Tasmania
- Road Safety Advisory Council
- Metro Tasmania and public transport providers
- Local government
- Tasmanian Government policy makers and ministers
- Australian Government policy makers and ministers

The ownership and responsibility of this policy is with the RACT Board.

4) APPROVALS

4.1 Date of approval: [insert date]

4.2 Date of review: [insert date]

4.3 Signature of CEO: [insert signature]