

RACT Policy #4 – Roads

Organisation	RACT
Business Unit	Road and Traffic Committee

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1	R&T	Board endorsed	February 2013	October 2015
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RACT POLICY

4 : ROADS

4.1 LAND USE PLANNING

- a) RACT supports a strategic, medium to long term approach to transport and infrastructure planning in Tasmania.
- b) A link with land use planning is necessary to ensure an efficient transport infrastructure system.
- c) The RACT recommends a consistent approach to planning decisions involving private development and the requirements for public infrastructure contributions.

4.2 STATE INFRASTRUCTURE STRATEGY

The Tasmanian Government must develop and be responsible for the adequate funding and implementation of a State Infrastructure Strategy, which clearly sets out a framework for adequate investment in the road network.

4.3 RAIL/INTERMODAL INFRASTRUCTURE

RACT supports investment in road/rail connectors, which facilitates the increased use of rail for heavy freight and bulk transport. Such investment reduces heavy vehicle traffic on the road network and consequently reduces road maintenance costs and improves road safety.

4.4 ROAD FUNDING

- a) Sufficient funds should be provided to maintain and improve the road system to a standard consistent with the foreseeable traffic and freight task, and to ensure the provision of a safe road system.
- b) Every effort should be made to determine spending priorities for roadworks based on cost benefit analysis.
- c) There should be adequate cost recovery from major road users for the portion of the road damage caused, particularly by heavy vehicles.

4.5 ROAD FUNDING AND FUEL EXCISE

- a) In the absence of a Road User Charge, the Australian Government must recognise the significant financial contribution road users make to Federal general revenue by way of the Federal Fuel Excise.
- b) An indexed, earmarked minimum share of Federal Fuel Excise should be used to fund a continuing development of Australia's road transport system.

- c) The current Federal fuel excise, indexed biannually in February and August, is inequitable. Passenger vehicle motorists are paying more than the costs they incur to the community of the use of their private motor vehicle. These include road wear and tear, crash and environmental costs.

4.6 AUSRAP

RACT supports the use of AusRAP road risk assessments in Tasmania to:

- (i) help prioritise infrastructure investment,
- (ii) systematically assess risk and identify safety shortcomings that can be addressed with practical road-improvement measures, and
- (iii) put risk assessment at the heart of strategic decisions on road improvements, crash protection and standards of road management in Tasmania.

4.7 BLACK SPOT PROGRAMS

RACT supports Federal and State Government “Black Spot” funding programs on the basis that they provide targeted funds for road safety improvements based on appropriate benefit-cost ratios (BCRs).

4.8 ROAD MAINTENANCE FUNDING

- a) Sufficient funding should be allocated to all new road projects in Tasmania to take into account ongoing future asset maintenance costs.
- b) As a matter of urgency, the Tasmanian Government must address the current substantial shortfall in road maintenance funding.
- c) The Tasmanian Government should introduce a mechanism to set aside a percentage of speed camera or other fine receipts dedicated to on-road improvement projects.
- d) This new funding would be in addition to the current State roads program.
- e) Part of any hypothecated revenues should be used for additional maintenance projects such as pavement rehabilitation and repairs (roads surfaces), reinstating line markings, sealing edges or removing dangerous vegetation – over and above existing levels of expenditure.

4.9 LINE MARKING

- a) Road line markings are a basic unit of road safety. The Tasmanian Government must provide and maintain road line markings to the Australian Standard on all roads in the state for which it has responsibility to do so.
- b) Long-life or thermo-plastic line markings should be the standard. In addition, audible-tactile profiled (ATP) edge and centre markings should be used on high volume roads as widely as possible.
- c) The principle of “replacing like with like” must be adhered to in any delineation refurbishment work.

4.10 DEDICATED BICYCLE LANES

In the planning and design of new roads and in the reconstruction of existing roads, consideration should be given to the provision of dedicated lanes or paths for the use of cyclists, with full segregation infrastructure wherever possible.
