

RACT Policy #8 – Road Safety

Organisation	RACT
Business Unit	Road and Traffic Committee

Version	Author	Description	Date Revised	Review Date
1	R&T	Board endorsed	December 2012	May 2016
2	R&T	R&T Committee reviewed	May 2016	May 2018

RACT POLICY

8 : ROAD SAFETY

8.1 GOVERNMENT RESPONSIBILITY

- a) While all road users must take responsibility for driving safely, governments have the primary role - through engineering, education and enforcement - to ensure our roads, as well as road user skills and behaviour, meet standards that are acceptable to the community.
- b) The Australian Government and the Tasmanian Government must ensure adequate funding and resources for the successful implementation of road safety strategies.

8.2 ROAD SAFETY FUNDING

- a) The Tasmanian Government must provide dedicated funding sources to ensure both mobility and safety of motorists. One should not be at the cost of the other.
- b) The RACT supports the Road Safety Levy, a special tax collected via the vehicle registration system in Tasmania on the basis that:
 - (i) a revenue source is needed to fund key road safety initiatives in the *Tasmanian Road Safety Strategy 2017-2026*; and
 - (ii) all revenues collected via the Levy are directed to this Strategy.
- c) The RACT would not oppose the review of the levy from time to time to ensure funding is maintained and to fund new road safety initiatives that require increased levels of investment.
- d) The RACT supports State and Federal Black Spot Funding Programs to address areas with:
 - i. a known high crash frequency or
 - ii. where risk assessments have determined a potential for high crash risk.

8.3 ROAD SAFETY EDUCATION

- a) The RACT believes a fundamental emphasis should be placed on investment in public road safety education, which will in turn have a direct social and financial impact on the Tasmanian community.
- b) The RACT will continue to call for road safety education in Tasmanian schools to be compulsory. The State Government should ensure that the *Road Risk Reduction* curriculum resource forms the basis of an ongoing, in-school program and all students in Tasmania should have access to it.
- c) The RACT will continue to conduct and support targeted, practical road safety programs that focus on attitude, behaviour and awareness.
- d) The RACT believes the State Government should undertake an education campaign regarding the safety benefits of high visibility clothing for cyclists and pedestrians.

8.4 ROAD SAFETY STATISTICS AND RESEARCH

- a) An adequate crash database should be available to ensure proper consideration is given to road safety in road design and counter-measure implementation. The Government should consider including “property damage only” crashes in such databases to further inform safety project investment.
- b) Both fatalities and serious injuries should be considered when crash counter-measures are proposed and evaluated.
- c) A national database, including details of casualties and casualty crashes, should be developed for each State and Territory using common definitions to allow aggregation and comparison. It should allow, as far as possible, for international comparisons.
- d) An authorised officer of the RACT should be able to have access to the database for research purposes (as is the case in New Zealand with the NZAA).
- e) Medical and crash databases should be integrated to improve the quality of available road trauma information.

8.5 ROADSIDE HAZARDS

- a) To minimize crash risk, wherever possible, roadsides should be maintained free of obstacles such as trees, embankments and roadside furniture.
- b) If these obstacles are not removable, the necessary countermeasures (for example, barriers) should be provided to reduce the risk and severity of any collisions.
- c) Frangible poles are preferable for street lighting and utility poles.
- d) The RACT supports any measures that enhance the safety of roadside workers.
- e) The RACT supports a multi-agency approach to address the issue of excessive roadkill on Tasmanian roads.

8.6 HEADLIGHTS ON

- a) RACT encourages all motorists to drive with headlights on low beam during daylight hours.
- b) The RACT supports an education campaign, using multiple media channels, focused on the appropriate use of headlights, particularly during winter, weather events and fading light situations

8.7 FATIGUE AND DRIVING

RACT encourages organisations to introduce fatigue management and safe driving policies to reduce risk of fatigue related crashes.
