



# RACT Tasmanian Voice Panel (RTVP)

Road & Speed Limit Management Survey Results

January 2023

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## Overview

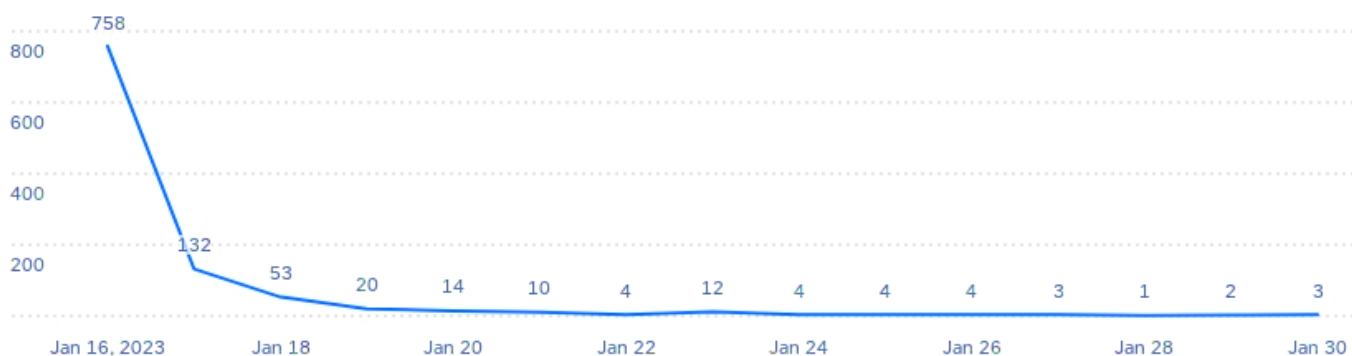
This report presents the findings of our RACT Tasmanian Voice Panel (RTVP) online survey, conducted between 16 January and 30 January 2023. With 1024 responses received, the survey provides valuable insights into the opinions and perspectives of our RTVP community.

The aim of the survey is to inform our submission to the Future of Local Government Review board. We asked our members two questions relating to road management and speed limit management. In this report, we will present a comprehensive overview of the results, highlighting key findings and trends.

## Data & analysis

The following section presents an analysis of the survey results from the 1024 participants. It includes sub-sections that cover responses, regions, member category, and more, to provide a detailed understanding of the opinions and perspectives of the RTVP community.

### Responses by day



The chart shows the number of responses received during the survey period from 16 January to 30 January 2023. On the first day of the survey, 758 responses were received, which is approximately 74.5% of the total responses. This suggests a high level of engagement and interest among RTVP members in participating in the survey.

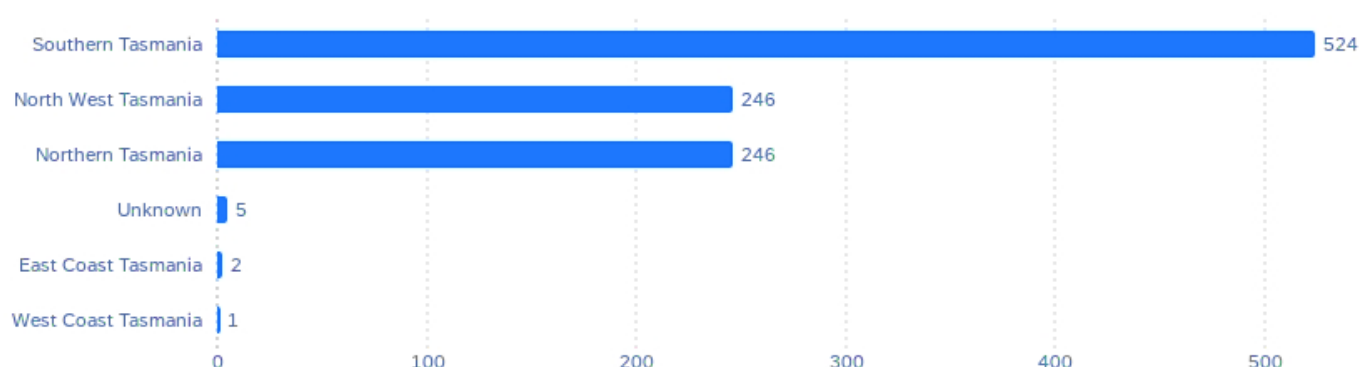
Over the next several days, the number of responses decreased, with 132 received on day two and 53 received on day three. However, the decline was gradual and the number of responses remained in the double digits for the next several days, including 20 responses on day four and 14 responses on day five.

By day six, the number of responses had dropped to 10, and by day seven, it had dropped to 4. On day eight, the number of responses increased slightly to 12, but remained in single digits for the rest of the survey period. The number of responses received on days nine to eleven was 4, and on days twelve to fifteen, it was in the single digits, with a low of 1 response on day thirteen.

Overall, the chart highlights the decline in the number of responses over the survey period, but the high engagement and interest on the first day of the survey is significant.

## Region representation

In this section, we turn our focus to the region representation of our RTVP members. We aim to analyse the distribution of our members across the South, North, and Northwest regions of Tasmania. This information is valuable as it helps us understand the geographical distribution of our members and the potential for regional variations in opinions and perspectives. The insights gained from this analysis will provide a deeper understanding of the RTVP community and inform future survey efforts.



The chart provides a clear picture of the regional representation of our RTVP members. Of the 1024 respondents, 524 are from Southern Tasmania, representing approximately 51% of the total respondents. This indicates a strong representation from the southern region and suggests that this region is well represented among our members. Coincidentally, 51% is also the rate of southern representation in the RTVP (2223 southerners out of 4325 total panel members).

The remaining regions are more evenly represented, with 246 respondents each from the North and North West regions, representing approximately 24% of the total respondents each.

Additionally, there are only 2 respondents from the East Coast and 1 respondent from the West Coast, which is too small a sample to draw meaningful conclusions from. But due to geographical closeness, the data of each of these two regions could be considered along with Northern Tasmania and North West Tasmania, respectively.

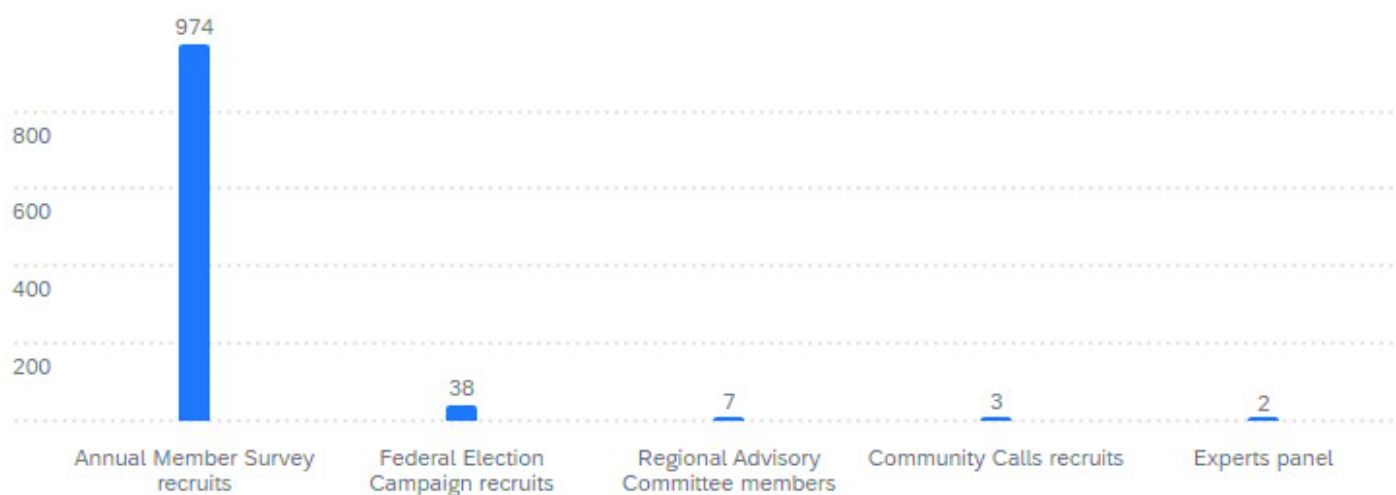
There are also a small number of respondents with an unknown location, with 5 respondents representing less than 1% of the total count.

Overall, the chart highlights the strong representation from Southern Tasmania among our RTVP members and a significant, more balanced representation from the other regions.

## Panel category representation

In this section, we examine the representation of our RTVP members across the different member panel categories. The RTVP panel is composed of members from various categories, including the recent recruits from the Annual Member Survey, the Federal Election Campaign invitees, the Regional Advisory Committee members, the recruits from our usual Community Calls we receive, and the Experts Panel. Understanding the distribution of our members across these categories is important in ensuring that our panel is representative of the wider community and provides accurate and diverse insights into the perspectives and opinions of our members.

Through this analysis, we aim to gain a better understanding of the diversity of our panel and the potential impact of this diversity on the results of our surveys.



It is evident from the chart that the majority of our RTVP members, 95% or 974 respondents, come from the annual member survey recruits, which was a result of our recent initiative to include a tab for members to express their interest in joining the panel in our annual member survey. This initiative gathered a total of 4211 members. And since this category represents 95% of our RTVP panel (4211 out of 4325 members), it's expected they take the majority of voices.

The number of members from the federal election campaign recruits and regional advisory committee members is 38 and 7 respondents respectively. There are only 3 respondents from the community calls recruits, these are calls we receive from our members regarding road safety concerns, and 2 from the expert panel, which is a list we've prepared of stakeholders we've established a relationship with along the years.

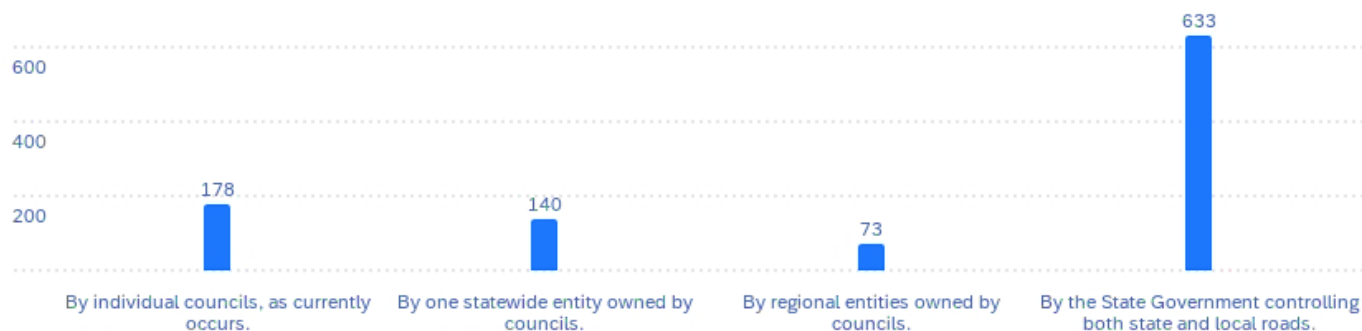
## Road management

In this section, we delve into the results of the first question of our survey. This question aimed to gather insights into the perspectives and opinions of our RTVP members on the following question:

*“How should Tasmania’s local road network be managed?”*

The respondents were given the following options to choose as an answer:

- *By individual councils, as currently occurs.*
- *By regional entities owned by councils.*
- *By one statewide entity owned by councils.*
- *By the State Government controlling both state and local roads.*



As seen in the chart, the majority of our RTVP members, 633 respondents, believe that the State Government should control both state and local roads. This response accounts for approximately 61.5% of all responses.

The second most popular response, chosen by 178 respondents, was that individual councils should manage the local road network, as is currently the case. This response accounts for approximately 17.4% of all participants.

The remaining two choices, "By one state entity owned by councils" and "By regional entities owned by councils", were chosen by 140 and 73 respondents respectively, accounting for 13.7% and 7.1% of all participants.

This result highlights that a significant portion of our panel feels that the State Government should have a central role in managing Tasmania's local road network. Or at least, that one single entity should be in charge of the management process.

## Speed Limit Management

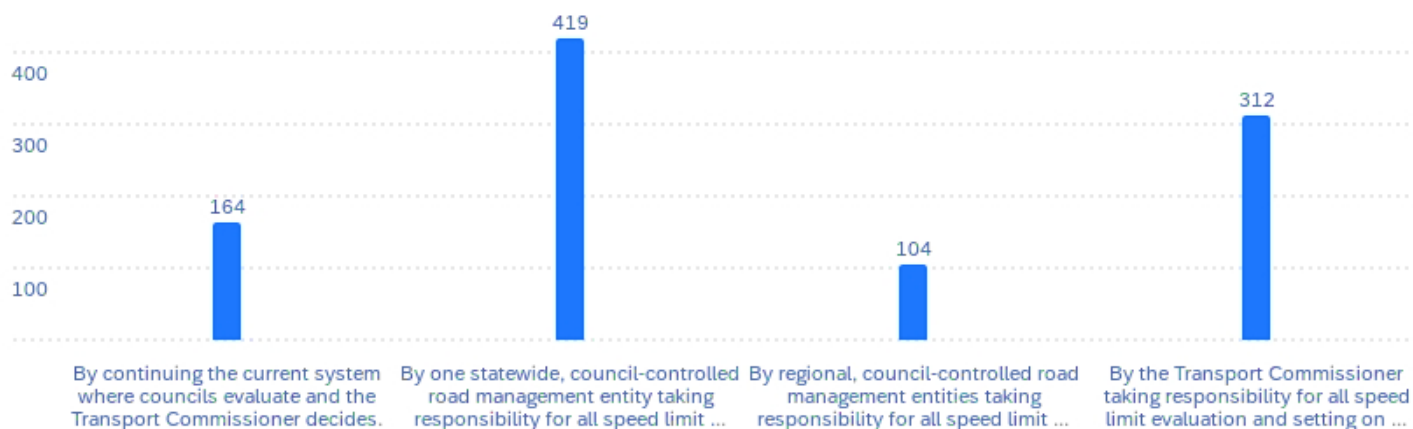
The second question of the survey aimed to gather further insights into the opinions of our RTVP members on the speed limit management of Tasmania's local road network. The question was:

*"How should speed limits on Tasmania's local road network be managed in a uniform and consistent way?"*

And the respondents were given the following options to choose as an answer:

- *By continuing the current system where councils evaluate and the Transport Commissioner decides.*
- *By one statewide, council-controlled road management entity taking responsibility for all speed limit evaluation and setting on local roads.*

- *By regional, council-controlled road management entities taking responsibility for all speed limit evaluation and setting on local roads.*
- *By the Transport Commissioner taking responsibility for all speed limit evaluation and setting on local roads.*



The most popular response, chosen by 419 respondents, was for a statewide, council-controlled road management entity to take responsibility for all speed limit evaluation and setting on local roads, accounting for approximately 42% of all participants.

The second most popular response, chosen by 312 respondents, was for the Transport Commissioner to take responsibility for all speed limit evaluation and setting, accounting for approximately 31% of all participants.

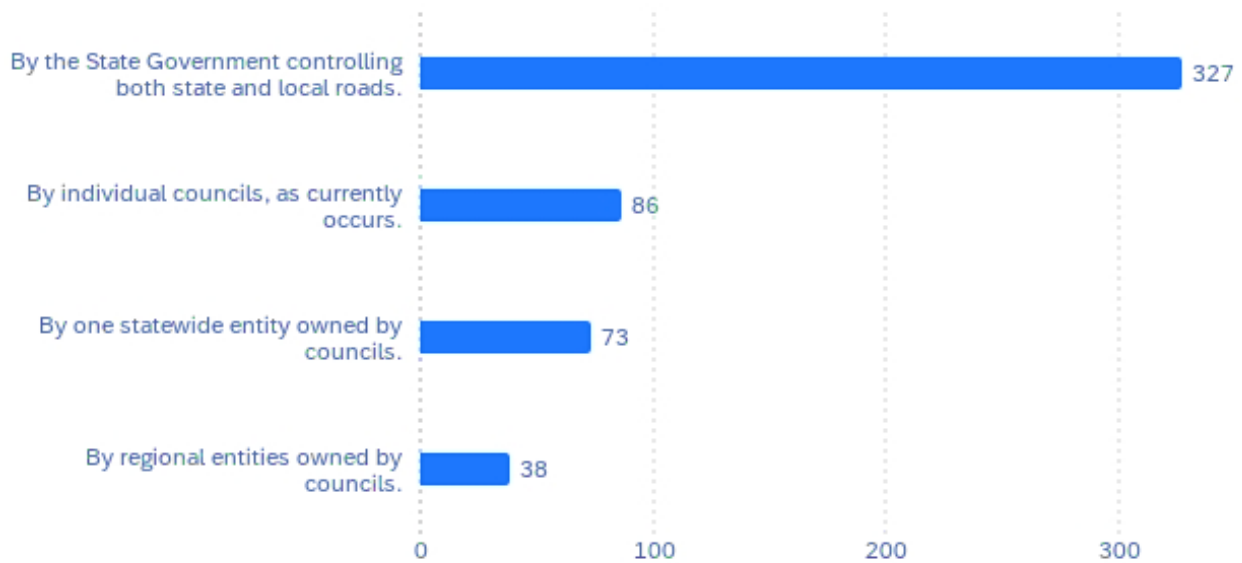
The remaining two choices, "By continuing the current system where councils evaluate and the Transport Commissioner decides" and "By regional, council-controlled road management entities taking responsibility for all speed limit evaluation and setting on local roads", were chosen by 164 and 104 respondents respectively, accounting for approximately 16% and 10% of all participants.

In conclusion, the majority of respondents believe that a statewide, council-controlled road management entity should take responsibility for all speed limit evaluations and setting on local roads. Again, emphasising on the importance of a one-entity managing the process.

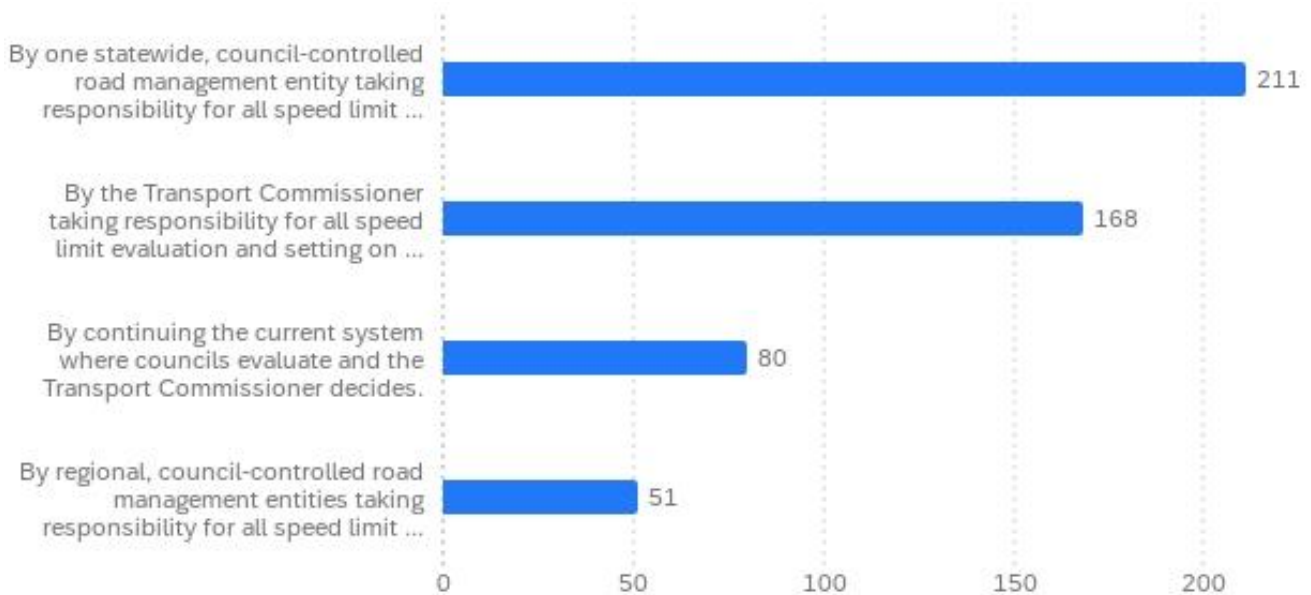
## Survey results, region

This next section simply displays the regional differences in responses to the two survey questions. These charts provide context to the diversity of opinions across different areas of Tasmania and showcases if certain regions hold stronger views on the management of Tasmania's local road network and speed limits.

*South Tasmania, road management*



*South Tasmania, speed limit management*

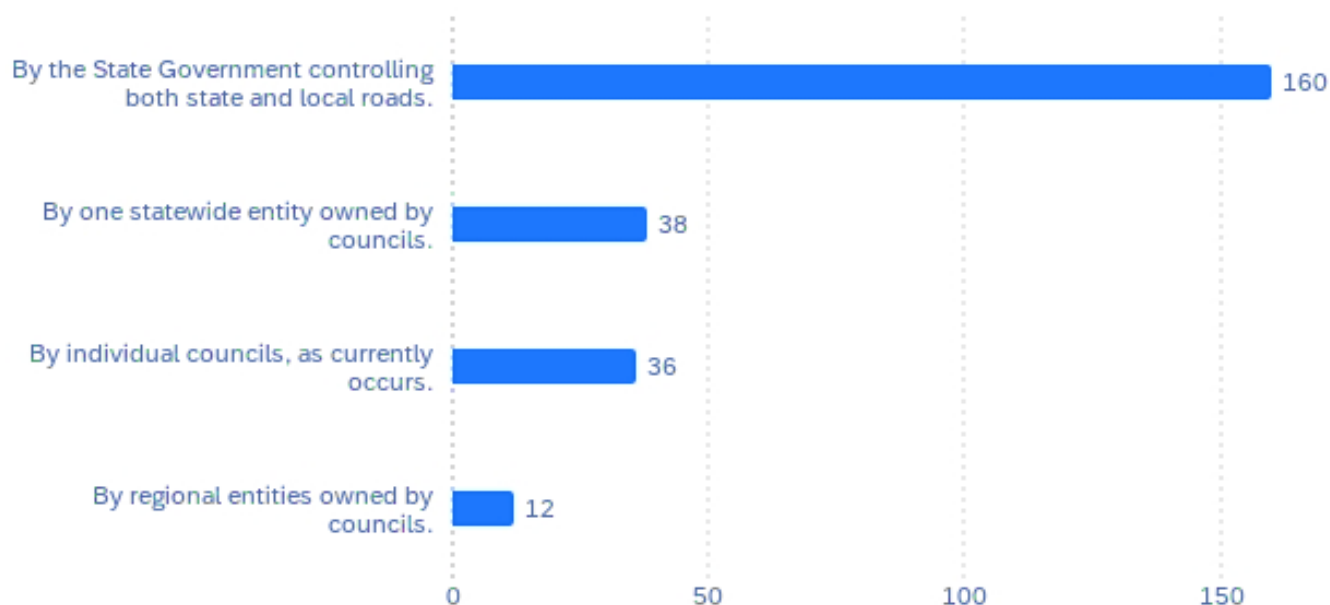


Key remarks:

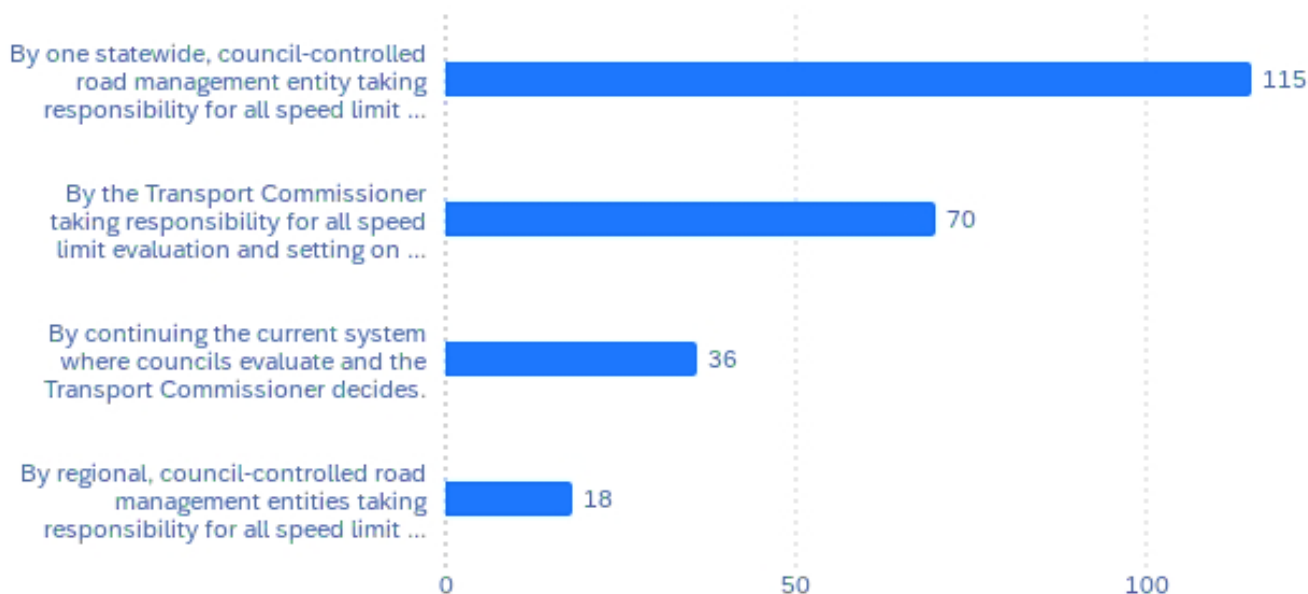
- 62% of respondents from the Southern region wanted the state government controlling both state and local roads.
- Only 8% differentiates between the top two options for the speed limit management question. The “one statewide, council controlled entity” with 41% of votes, and the “Transport commissioner taking responsibility” with 33%.



North Tasmania, road management



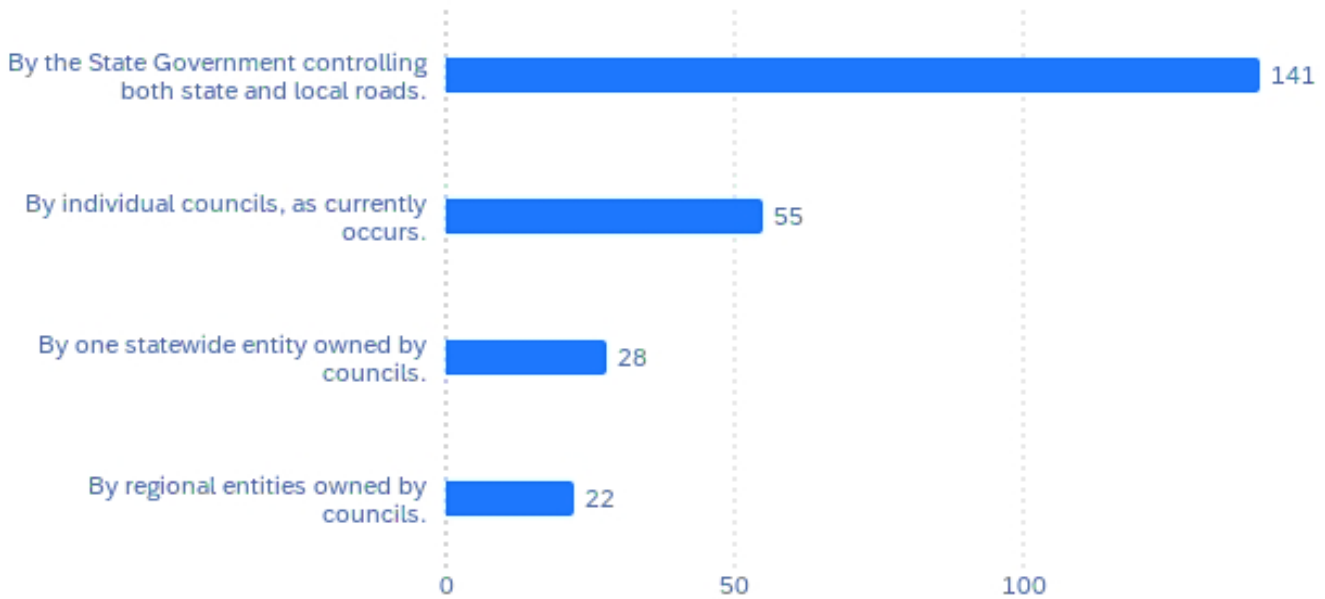
North Tasmania, speed limit management



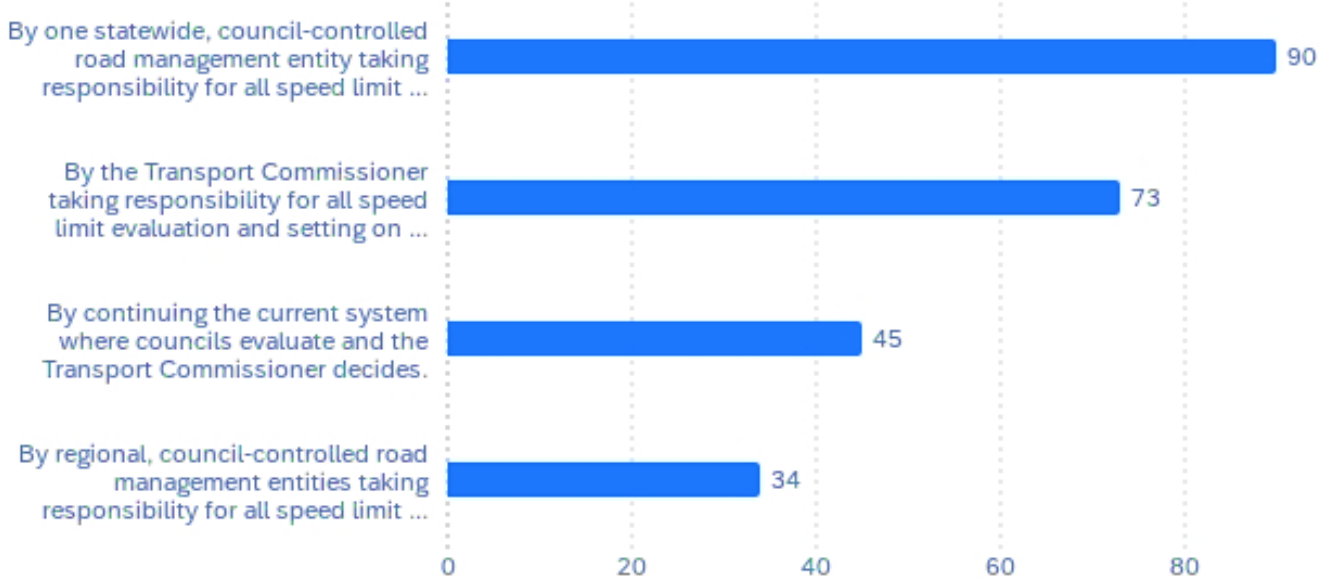
Key remarks:

- 65% of respondents from the Northern region wanted the state government controlling both state and local roads.
- 48% of respondents from the Southern region wanted a one statewide, council controlled entity to evaluate and set speed limits.

Northwest Tasmania, road management



North Tasmania, speed limit management



Key remarks:

- 57% of respondents from the North West region wanted the state government controlling both state and local roads.
- Only 7% differentiates between the top two options for the speed limit management question. The “one statewide, council controlled entity” with 37% of votes, and the “Transport commissioner taking responsibility” with 30%.

As seen in the charts above, there's consistency amongst all regions of Tasmania that the State Government should have a central role in managing Tasmania's local road network.

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