



Hobart Speed Limit Reduction

[RACT Submission to City of Hobart](#)

September 2020

The Royal Automobile Club of Tasmania

RACT enjoys a trusted position and extensive market penetration in the community. More than 200,000 Tasmanians are RACT members.

Formed in 1923, RACT is an apolitical and independent transport, infrastructure, road safety, tourism and mobility advocate.

It is committed to supporting and furthering the interests of Tasmanians and does this through a comprehensive program of consultation, education, awareness and public advocacy.

RACT is represented in a number of stakeholder reference organisations in Tasmania and undertakes liaison with government and other groups. It also has three regional advocacy committees which are made up of local volunteers and other relevant stakeholders.

RACT's advocacy activity is defined by a series of public policy documents developed and endorsed by RACT's Advocacy Committee and Board.

These policies have been informed by history, experience, statistical analysis, consultation, industry knowledge and, most importantly, our members.

Nationally, RACT is a constituent member of the Australian Automobile Association (AAA) which represents some 8 million Australian motorists.

Internationally, RACT has joined with other Australian motoring organisations as a member of the Fédération Internationale de l'Automobile (FIA) to work on road safety and related issues at a global level.

Hobart Speed Limit Reduction

RACT's Mobility Strategy

The RACT Mobility Strategy contains three key pillars, which include road safety, future mobility and sustainability, with an underlying theme of representing Tasmanian road users. Within each key pillar sits a series of vision statements. The statement most applicable to the proposed Hobart speed limit changes is as follows:

Our vision is for Tasmania to:

- Reduce our road toll and lower the impact of serious injury in keeping with the benchmarks outlined in the National Road Safety Strategy 2011–2020 (NRSS) and the Tasmanian Government's Towards Zero – Tasmanian Road Safety Strategy 2017–2026.
- Increasingly improve Tasmanian roads so that they are safer.

Background

The City of Hobart will request the Transport Commissioner to reduce speed limits in Hobart's CBD at the following locations:

1. Parts of Elizabeth Street between Brisbane and Davey streets that are currently 50km/h be reduced to 40km/h.
 - o Elizabeth Street between Collins and Davey streets is currently 30km/h, while it is already 40km/h between Davey and Morrison streets.
2. Liverpool and Collins streets between Harrington and Murray streets, and between Argyle and Campbell streets, be reduced from 50 km/h to 40km/h
 - o Criterion Lane, Liverpool Street between Murray and Elizabeth streets and Collins Street from Elizabeth to Argyle streets are currently 30km/h.
3. Melville and Bathurst streets between Harrington and Campbell streets be reduced from 50 km/hour to 40km/h.
4. Harrington, Murray, Argyle and Campbell streets between Melville and Davey streets be reduced from 50 km/h to 40km/h. Murray Street between Davey and the Hobart Waterfront is already 40km/h.
5. Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane be reduced from 50 km/h to 40km/h.

The City of Hobart will also request the Transport Commissioner to reduce speed limits in Hobart's suburban retail precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday at the following locations:

1. North Hobart: between Burnett and Tasma streets be reduced from 50km/h to 40km/h
 - o This extends the existing 40km/h zone between Federal and Burnett streets.
2. Lenah Valley: between Giblin Street and Greenway Avenue be reduced from 50km/h to 40km/h
3. South Hobart: from Excell Lane and the Southern Outlet Junction be reduced from 50km/h to 40km/h.
4. Sandy Bay: the following streets will be reduced from 50km/h to 40km/h:
 - o Sandy Bay Road from Osborne Street and Russell Crescent
 - o King Street between Grosvenor and Princes streets
 - o Gregory Street between Grosvenor Street and Sandy Bay Road
 - o Princes Street between King Street and Sandy Bay Road
 - o Russell Crescent between Sandy Bay Road and King Street
5. New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street be reduced from 50km/h to 40km/h.

Digital message boards will display speed information, similar to school zones.

Evidence

Crash statistics

Between 2009-2020, there have been 1,200 recorded crashes within the boundary of the proposed CBD speed limit changes, with 70% of these being in on-road environments. Off road environments include car parks.

Approximately 10% of these 1,200 crashes involved pedestrians. Of these, 47% were minor, 16% required first aid and 6% were serious/fatal.

The highest crash hot spots for pedestrians included the intersections of Harrington and Bathurst streets, Murray and Bathurst streets as well as Harrington and Collins streets. Other key hot spots include:

1. Collins Street at Victoria Street and Elizabeth Street
2. Liverpool Street at Mathers Lane and Argyle Street

3. Bathurst Street at Elizabeth Street
4. Argyle Street at Macquarie Street

Lowering crash risk

A pedestrian's crash tolerance with a vehicle is 30km/h (NRSS, 2011).

Pedestrians and cyclists have a 90% chance of survival if struck by a car travelling at a speed of 30km/h. However, that survival rate decreases to 60% if hit at 40km/h and to as low as 10% at 50km/h (AustRoads, 2018).

Australian research shows reducing speed by 5km/h can result in a 20% reduction of fatal crashes and 15% decrease in serious injury crashes (TAC, 2019).

Research also indicates that a 10km/h on average travel speeds can lead to a 25% reduction in fatal and serious injury crashes (Department of State Growth, 2019).

A number of countries such as the UK and Sweden have applied 30km/h speed zones in high pedestrian areas to improve survival rates in the event of a crash (Towards Zero Foundation, 2019).

Impact to travel times

Over 1km, vehicles travelling at 40km/h will experience a slower travel time of just 18 seconds compared to vehicles travelling at 50km/h.

Position

RACT's Safe Speed Policy encourages the consideration of 30km/h speed limits through school zones or in areas of high vulnerable road user activity. This should also be based on evidence relating to these road uses, crash data and risk.

RACT is supportive of the introduction of reduced speed limits in the Hobart CBD and other identified retail precincts.

However, RACT formally requests a response detailing how the available evidence justifies blanket reductions to 40km/h rather than 30km/h on roads with the highest pedestrian activity, as requested by Council's City Infrastructure Committee.

RACT is also concerned that multiple speed limits in the city may cause confusion for motorists and make enforcement harder for Tasmanian Police. It is therefore preferable that one speed limit is used for the CBD and evidence, rather than opinion, should dictate whether this is 40km/h or 30km/h.

Conversely, if consistent speed limits are not introduced, RACT requests variable speed limit signage be introduced at regular intervals in locations where speed limit reductions occur.

RACT also has the following additional feedback:

1. These speed limit reductions must be well signed and include painted 'on-road' speed signage.
2. Retail precinct speed limits should only be lowered between the hours of 7am and 7pm on Sundays as there is low pedestrian activity after 7pm. Therefore, an extension to 10pm is unnecessary.