



Roslyn Avenue Speed Limit Reduction

RACT Submission to Kingborough Council

June 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.

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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 RACT's vision statements. The statements most applicable to this corridor study include:

Road safety vision

- Increasingly improve Tasmanian roads so they are safer.
- Increasingly improve Tasmanian roads so that they are safer.

Background

The Kingborough Council is seeking community feedback on a proposal to lower the speed limit on North Roslyn Avenue between Beach Road and Jindabyne Road.

The council is collating feedback from the community and key stakeholders to present to the Transport Commissioner.

RACT has considered the following information in the Kingborough Council's December meeting:

1. Modelling by GHD indicates that if the speed limit was lowered on this section of Roslyn Avenue, it may increase traffic volumes on Algona Road, creating more traffic on Beach Road, Osbourne Esplanade, Mount Royal Road and Auburn Road.
2. GHD also believes that Roslyn Ave is not a 'rat-run', but low range speeding does create issues with driveway access. To alleviate these concerns, Kingborough Council has installed 'concealed entrances' signage.
3. Roslyn Avenue does not have the same high pedestrian movements as the Kingston Beach precinct, which has a 40km/h limit.
4. GHD recommended:
 - Increased speed enforcement by Tasmania Police.
 - Modifying of traffic signal timings at the Beach Road intersection.
 - Modifying directional signs at Algona Road roundabout at Blackmans Bay to direct people to Kingston via Algona Road and the Channel Highway.
 - Installing variable message signs to show travel times to Kingston CBD and Hobart to encourage use of Algona Road.

Kingborough Council officer conclusions:

1. Council officers consider the default urban speed limit of 50km/h an appropriate speed for Roslyn Avenue.
 - As a result, council had not made a formal request to the Department of State Growth for a reduction in the speed limit to 40km/h prior to its December meeting.
2. Council officers agreed that modifying directional signage at the Algona Road roundabout may only result in a minor reduction of traffic on Roslyn Avenue.
3. Council officers do not consider it financially appropriate to install variable message signs on Roslyn Avenue as these are used on high traffic roads with extreme delays.
4. As Roslyn Avenue is a sub-arterial road, traffic calming measures like speed humps and chicanes are not appropriate.
 - However, as a large percentage of vehicles are exceeding the speed limit, council officers consider it appropriate to install repeater speed limit signs, pavement markings displaying the speed limit and painted thresholds to remind motorists they are in an urban environment.
5. Tasmania Police has also advised council that an increased enforcement on Roslyn Avenue is not a priority due to a low amount of excessive speeding and limited resourcing.
6. Additional concerns have been raised about footpath conditions. Council officers have acknowledged they would repair this issues.

Kingborough Council officers recommended that council should:

1. Liaise with the Department of State Growth to arrange modifications to existing directional signage at the Algona Road roundabout to encourage motorists to travel to central Kingston via Algona Road.
2. Install repeater speed limit signs and investigate road pavement markings to reinforce the speed limit.
3. Work with the Department of State Growth on reducing cycle time of traffic lights at the Beach Road intersection to reduce queues on Roslyn Avenue.
4. Undertake traffic counts annually.
5. Undertake footpath repairs.

Kingborough Council vote:

The Kingborough Council voted in favour of the above recommendations, but added another condition to the recommendation list. This addition asked council officers to:

6. Recommend to the Department of State Growth that the speed limit on Roslyn Avenue between Beach Road and Jindabyne Road be reduced to 40km/h.

Lastly, it is worth acknowledging that RACT policy states that roads must be upgraded to enable safe and efficient travel speeds, rather than lowering speed limits to cater for substandard infrastructure.

If these improvements do not alleviate the safety issue/s, then RACT will consider speed reductions.

Evidence

Below are traffic movements and speeding behaviours on this section of Roslyn Avenue:

Counts	South of Beach Road	North of Mount Royal Road
Average daily traffic	6080 vehicles	6630 vehicles
AM Peak	7:45am-8:45am 507 vehicles	8am-9am 536 vehicles
PM Peak	4:30pm-5:30pm 545 vehicles	4:30pm-5:30pm 610 vehicles
Mean speed	49.8 km/h	52.4 km/h
Percentage exceeding speed limit	48.4%	67.9%
85 th percentile speed	55.1km/h	57.6km/h
Percentage exceeding speed limit by less than 5 km/h	32.7%	38.6%
Percentage exceeding speed limit more than 10 km/h	3.7%	7.5%
Percentage exceeding speed limit more than 20 km/h	0.2%	0.3%
Highest recorded speed	107.4 km/h	101.2 km/h

Furthermore, the crash rate on Roslyn Avenue between Beach Road and Jindabyne Road is measured at around 0.3 crashes per million vehicle kilometres travelled, which the Kingborough Council considers very low. There have only been five crashes on this section of Roslyn Avenue in the past five years:

- One involved a pedestrian on the road at night that was under the influence of alcohol, resulting in minor injury.
- One was a head on resulting in property damage only.
- Two were rear-end crashes due to distraction, with one resulting in property damage only and one requiring first aid.
- One was caused by a motorist turning right in front of an oncoming vehicle, resulting in property damage. Inexperience was listed as the crash factor.

Position

1. In considering this information provided by Kingborough Council officers, RACT believes that speed limit reduction on Roslyn Avenue is not warranted for the following reasons:
 - Council officers had originally recommended that the 50km/h default urban speed limit is considered appropriate for Roslyn Avenue.
 - Officers did not initially request the Department of State Growth to reduce the speed limit to 40km/h, until Kingborough Councillors voted in favour of this request during council's December meeting.
 - Additionally, Roslyn Avenue does not have the same high pedestrian movements as the Kingston Beach precinct, which has a 40km/h limit.
 - Modelling by GHD indicates that if the speed limit was lowered on this section of Roslyn Avenue, it may increase traffic volumes on Algona Road, creating more traffic on Beach Road, Osbourne Esplanade, Mount Royal Road and Auburn Road.
 - Kingborough Council has installed 'concealed entrances' signage to alleviate impacting on driveway access caused by low range speeding.

2. However, RACT agrees with the Kingborough Council that in lieu of a speed reduction, there are alternatives to help reduce speeding. RACT believes the council should:
 - Liaise with the Department of State Growth to arrange modifications to existing directional signage at the Algona Road roundabout to encourage motorists to travel to central Kingston via Algona Road.
 - Install repeater speed limit signs and investigate road pavement markings to reinforce the speed limit.
 - Work with the Department of State Growth on reducing cycle time of lights at the Beach Road intersection to reduce queues on Roslyn Avenue.
 - Undertake traffic counts annually.
 - Undertake footpath repairs.

3. Furthermore, RACT also believes the council should continue to pursue other measures, some suggested by GHD, should incidents of speeding continue following the implementation of measures in Point 2:
 - Increased speed enforcement by Tasmania Police should be pursued despite initial concerns of a low amount of excessive speeding and limited resourcing.
 - Installing variable message signs to show travel times to Kingston CBD and Hobart to encourage use of Algona Road.
 - Traffic calming measures like speed humps and chicanes. While these are not considered appropriate as Roslyn Avenue is a sub-arterial road, RACT believes some further consideration is warranted if speeding continues.
 - This is in line with RACT policy, which states that roads must be upgraded to enable safe and efficient travel speeds, rather than lowering speed limits to cater for substandard infrastructure.
 - If these improvements do not alleviate the safety issue/s, then RACT will consider speed reductions.