

File No: SF7185, SF2345
NEC

11 July 2023

Transport Commission
Department of State Growth
GPO Box 536
Hobart TAS 7000

Via email: transportcommission@stategrowth.tas.gov.au

Request for Approval of Speed Limit Changes

I write to seek approval to introduce the signage to implement a number of speed limit changes across the City of Launceston in accordance with the Traffic Act 1925. This request follows the endorsement of proposed speed limit changes by the City of Launceston (Council) at a meeting held Thursday 1 June 2023.

These proposed changes aim to progress the themes of the Launceston Transport Strategy 2020-2040: a liveable Launceston, a healthy Launceston and a connected Launceston.

In summary the changes are:

Speed reduction from 60 km/h to 50 km/h

- Bathurst Street, Launceston
- Wellington Street, Launceston
- High Street, East Launceston
- Invermay Road, Invermay & Mowbray
- Newstead Shopping Zone

Speed limit reduction from 50 km/h to 40 km/h

- Launceston CBD
- Kings Meadows Shopping Zone, Hobart Road
- Mowbray Shopping Zone, Invermay Road

The City of Launceston organised community engagement regarding these proposals and the results of this are summarised in the attached Council report. In total, 65 direct responses were received, of these 38 (58%) were generally supportive of the changes, 24 (37%) were against. Nine organisations responded and generally supported the proposed changes.

Attached are detailed reports, with signage plans, outlining the proposed speed limit changes and justification, including the affected road sections, current speed limits, and the recommended speed limits. Proposed changes have been carefully justified based on the criteria outlined in the Tasmanian Speed Zoning Guidelines.

It is the City of Launceston's belief that these changes will positively impact the overall road network and mitigate potential risks associated with current speed limits, and kindly request the Transport Commission's approval of all proposed changes.

It is noted that the Department of State Growth is the road authority for Bathurst and Wellington Streets. The City of Launceston requests that the Department consider these changes and endorse their consideration by the Transport Commissioner simultaneously, to ensure consistent speed zoning across the city.

Should further information be required please contact me directly.

Yours sincerely



Nigel Coates

Engineering Officer - Traffic

(03) 6323 3442 Nigel.Coates@launceston.tas.gov.au

Attachments:

Council Report 1 June 2023

Minute of City of Launceston Council Meeting 1 June 2023

Drawing 10319 Launceston CAD 40 km/h Area Signs

Drawing 10311 Hobart Road, Kings Meadows, 40 km/h Speed Limit Signs

Drawing 10310 Invermay Road, Mowbray, 40 km/h speed limit signs

Drawing 10368 Elphin Road, Penquite Road & Hoblers Bridge Road, Newstead 50 km/h Speed Limit Signs

Drawing 10369 High Street, East Launceston, 50 km/h Speed Limit Signs

Drawing 10370 Invermay Road, Invermay, 50 km/h Speed Limit Signs

Drawing 10397 Invermay Road, Mowbray Hill, 50 km/h Speed Limit Signs

Drawing 10401 Bathurst Street & Wellington Street, Launceston, 50 km/h Speed Limit Signs

Speed Zoning Guidelines Assessment Table, Launceston CBD

Speed Zoning Guidelines Assessment Table, Hobart Road, Kings Meadows

Speed Zoning Guidelines Assessment Table, Invermay Road, Mowbray

Speed Zoning Guidelines Assessment Table, Newstead Shopping Zone

Speed Zoning Guidelines Assessment Table, High Street, East Launceston

Speed Zoning Guidelines Assessment Table, Invermay Road

Speed Zoning Guidelines Assessment Table, Bathurst Street

Speed Zoning Guidelines Assessment Table, Wellington Street

17. INFRASTRUCTURE AND ASSETS NETWORK

17.1. Launceston Speed Limit Review

FILE NO: SF7185

AUTHOR: Nick Browne (Manager Infrastructure and Engineering) and Nigel Coates (Engineering Officer Traffic)

GENERAL MANAGER APPROVAL: Shane Eberhardt (Infrastructure and Assets Network)

DECISION STATEMENT:

To consider the results of public engagement on the Launceston Speed Limit Review and the recommendations for implementation.

RELEVANT LEGISLATION:

Traffic Act 1925

PREVIOUS COUNCIL CONSIDERATION:

Council - 23 September 2013 - Agenda Item 17.1 Traffic Safety and Vulnerable Road User Schemes.

Council - 11 May 2015 - Agenda Item 18.1 - Launceston Speed Limit Review

Council - 4 November 2021 - Agenda Item 18.1 - Strategic Transport Plans

Workshop - 19 January 2023 - Launceston Speed Limit Review

Council - 23 March 2023 - Agenda Item 17.1 - Launceston Speed Limit Review

RECOMMENDATION:

That Council:

1. supports the following speed limit changes :
 - Speed limit reduction from 60km/h to 50km/h:
 - Bathurst Street, Launceston (Frankland Street to Brisbane Street)
 - Wellington Street, Launceston (Cameron Street to Frankland Street)
 - High Street, East Launceston (David Street to Arthur Street)
 - Invermay Road, Invermay (Forster Street to Vermont Road)
 - Newstead Shopping Zone (Elphin Road, Penquite Road and Hoblers Bridge Road)

- Speed limit reduction from 50km/h to 40km/h:
 - Launceston CBD (Brisbane Street, Cameron Street, Charles Street, George Street, Kingsway, Paterson Street and St John Street between Wellington Street and Tamar Street and York Street and Cimitiere Street)
 - Hobart Road, Kings Meadows Shopping Zone (Riseley Street to Opossum Road)
 - Invermay Road, Mowbray (Vermont Road to Haig Street)
2. endorses an application being made to the Transport Commissioner seeking approval to implement the changes.
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DECISION: 1 June 2023

MOTION

Moved Councillor A E Dawkins, seconded Councillor A G Harris.

That the Motion, as per the Recommendation to Council, be adopted.

CARRIED 12:0

FOR VOTE: Acting Mayor Councillor M K Garwood, Councillor D C Gibson, Councillor D H McKenzie, Councillor A E Dawkins, Councillor A G Harris, Councillor T G Walker, Councillor Dr G Razay, Councillor J J Pentridge, Councillor A J Palmer, Councillor L M McMahon, Councillor S Cai and Councillor A J Britton
AGAINST VOTE: Nil

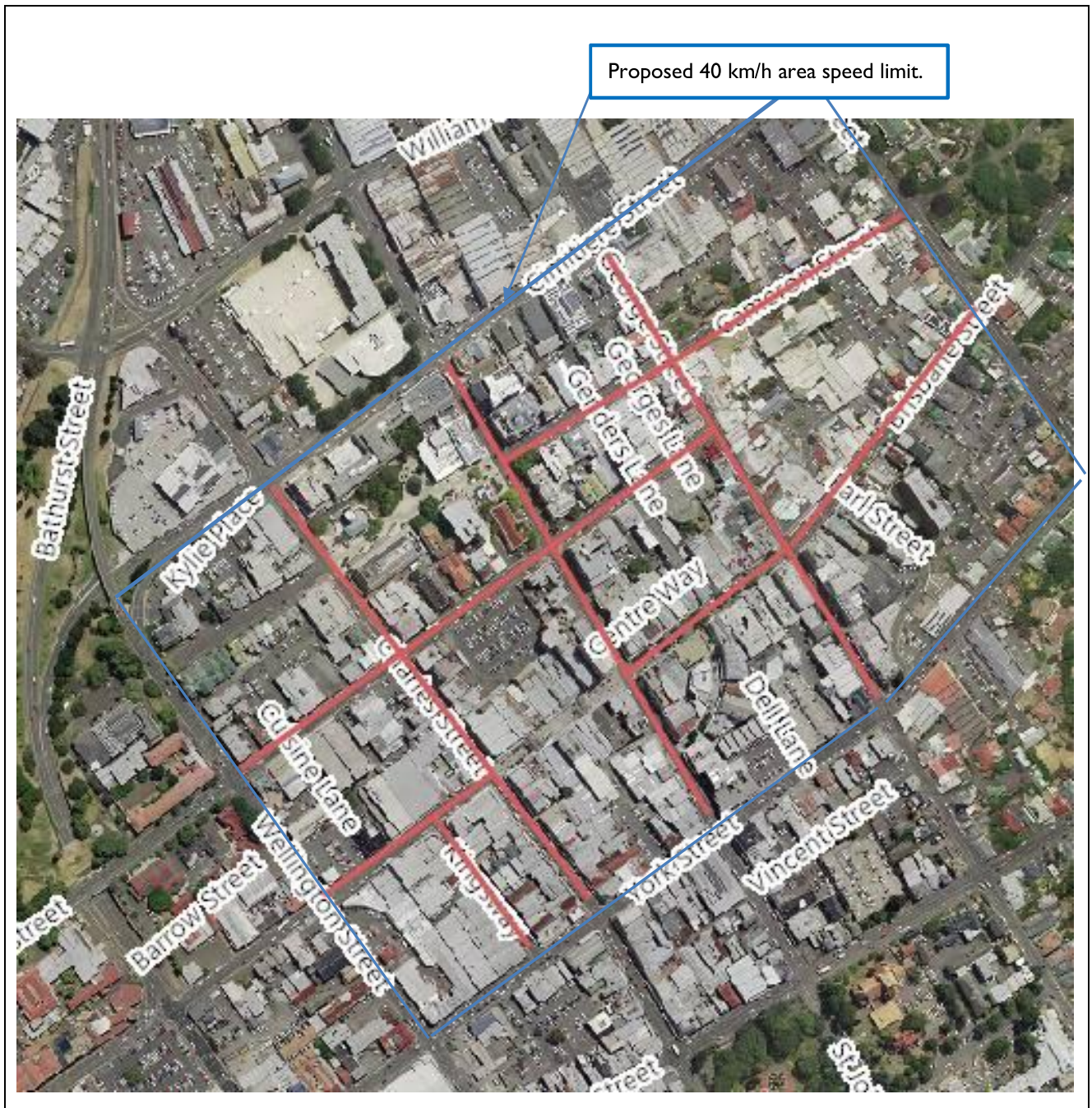
Invermay Road (Forster Street to Vermont Road), Invermay - Proposed 50 km/h Speed Limit



Road Characteristics	
Road function	Arterial
Road standard	Forster Street to Mowbray Connector, 14m wide, Mowbray Connector to Vermont Road 15m wide. .
Road owner	City of Launceston
Roadside development	Residential & Commercial.
Road alignment	Generally straight, Mowbray Hill a gentle curve.
Road accesses / intersections	21 intersections, many accesses.
Traffic volume & speed	Road carries around 13000 vehicles on a week day. 85%ile speed 55 km/h

Pedestrians & cyclists	Footpaths on both sides. Pedestrian crossings at traffic signals, Forster Street, Mowbray Connector and Vermont Road. Signalised pedestrian crossings near Landale Street, Mayne Street and Rosslyn Road. Pedestrian refuges Eddie Street, Henty Street & Goodman Court. Limited bike facilities, bike lane uphill on Mowbray Hill
Length	2km long,
Crash history	14 injury crashes on record.
Adjacent speed zones	Invermay Road south of Forster Street - 50 km/h, Invermay Road north of Vermont Road currently 50 km/h, proposed 40 km/h. Mowbray Connector & Vermont Road 60 km/h. Side roads subject to default 60 km/h speed limit. 40 km/h school speed zone between Ross Avenue and Goodman Court.
Typical application	Urban default more appropriate given mixed use and mixed traffic environment.

**Launceston CBD (Charles Street, St John Street, George Street, Cameron Street, Paterson Street, Brisbane Street and Kingsway)
Proposed 40 km/h Area Speed Limit**

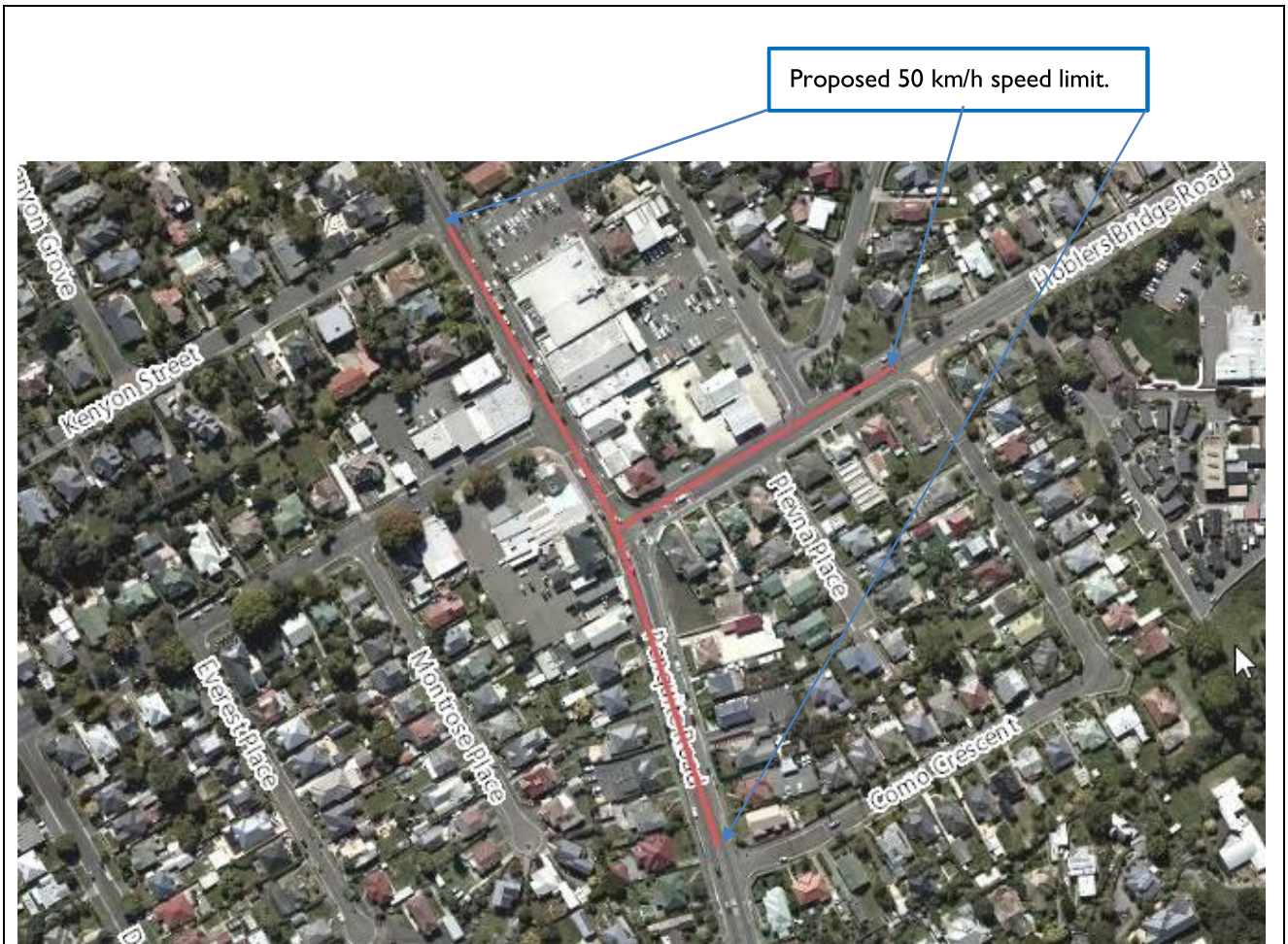


Road Characteristics

Road function	CBD Streets
Road standard	Main carriageways around 11m wide, footpaths on both sides. Some two way, some one way traffic,
Road owner	City of Launceston
Roadside development	Residential/Commercial
Road alignment	Generally straight.
Road accesses / intersections	Intersections at Paterson Street/Charles Street, Paterson Street/St John Street, Paterson Street/George Street, Cameron Street/St John Street, Cameron Street/George Street, Brisbane Street/Charles Street, Brisbane Street/Kingsway, Brisbane Street/St John Street, Brisbane Street/George Street, Brisbane Street/Earl Street, mostly signal controlled.

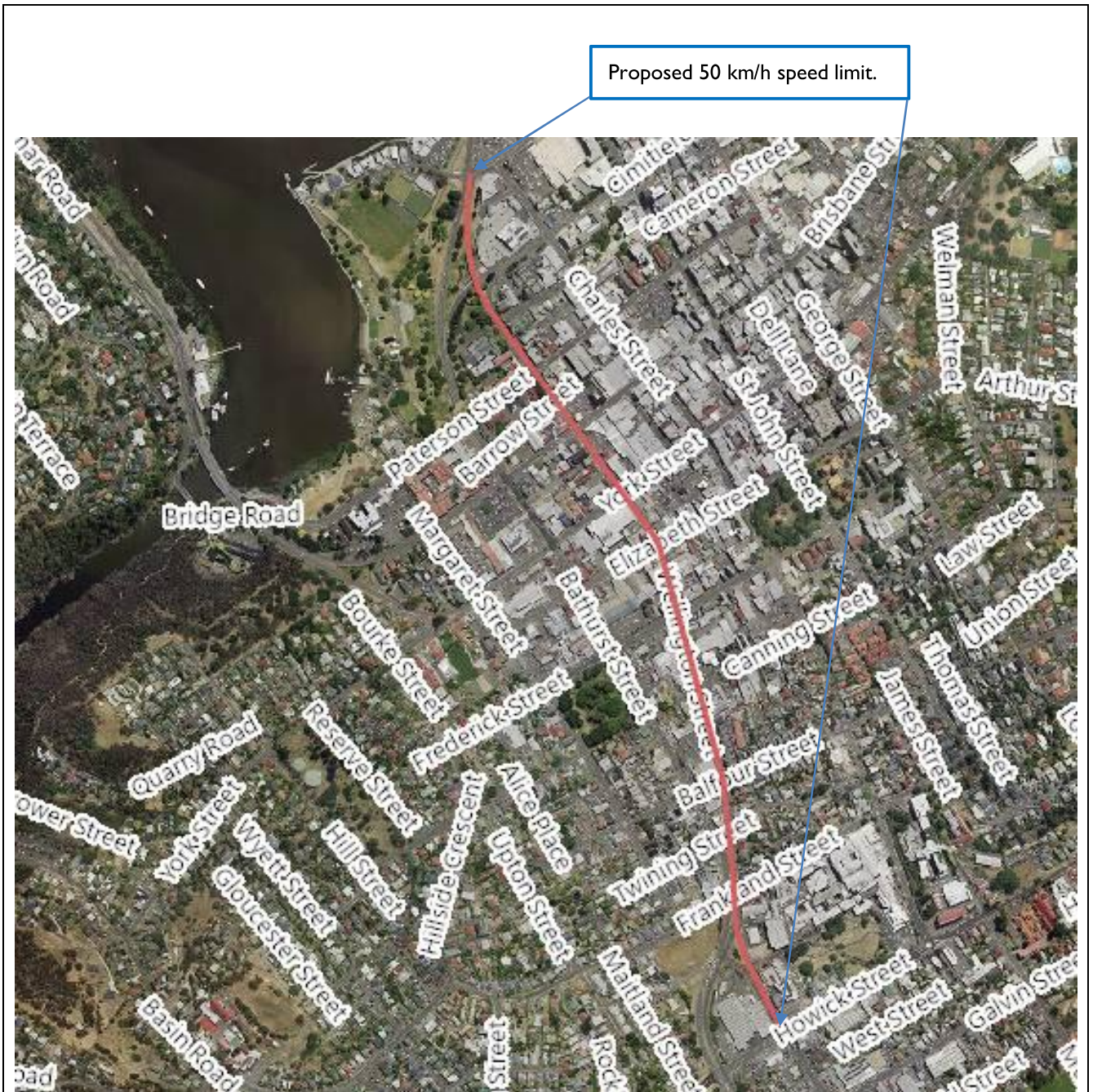
Traffic volume and speed	Roads carry around 3000 - 6000 vehicles on a week day. 85%ile speed around 40 km/h
Pedestrians and cyclists	Footpaths on both sides. Pedestrian crossings at each signalised intersection. No bike facilities.
Length	Total road length approx. 3.2 km,
Crash history	July 2018-June 2023, 23 Injury Crashes on links, 32 at intersections.
Adjacent speed zones	Wellington Street is currently 60 km/h but due to be reduced to 50 km/h. All other adjacent roads are subject to the default urban 50 km/h speed limit.
Typical application	40 km/h speed limit more appropriate in the high pedestrian activity area.

**Elphin Road (Kenyon Street to Hoblers Bridge Road), Penquite Road (Como Crescent to Hoblers Bridge Road) & Hoblers Bridge (Elphin Road to Como Crescent), Newstead
Proposed 50 km/h Speed Limit**



Road Characteristics	
Road function	All arterial roads through minor suburban shopping centre.
Road standard	Roads around 13m wide. Footpaths. Traffic Signal controlled intersection
Road owner	City of Launceston
Roadside development	Retail & residential.
Road alignment	Straight, traffic signal controlled T intersection.
Road accesses / intersections	Traffic signal controlled intersection with David Street, priority intersection with Olive Street.
Traffic volume and speed	Elphin Road carries around 13,000 vehicles on a week day. 85%ile speed 49.3 km/h
Pedestrians and cyclists	Footpaths, crossings at traffic signals, significant pedestrian activity. Bike lanes on approaches but not at intersection.
Length	Elphin Road -167m, Penquite Road - 158m, Hoblers Bridge Road - 152m.
Crash history (2.3.3 (c))	9 injury crashes (2017-2021), two involving vulnerable road users. .
Adjacent speed zones	Elphin Road, Penquite Road & Hoblers Bridge Road have 60 km/h speed limits. Other roads are subject to the 50 km/h default urban speed limit.
Typical application	Shopping zone

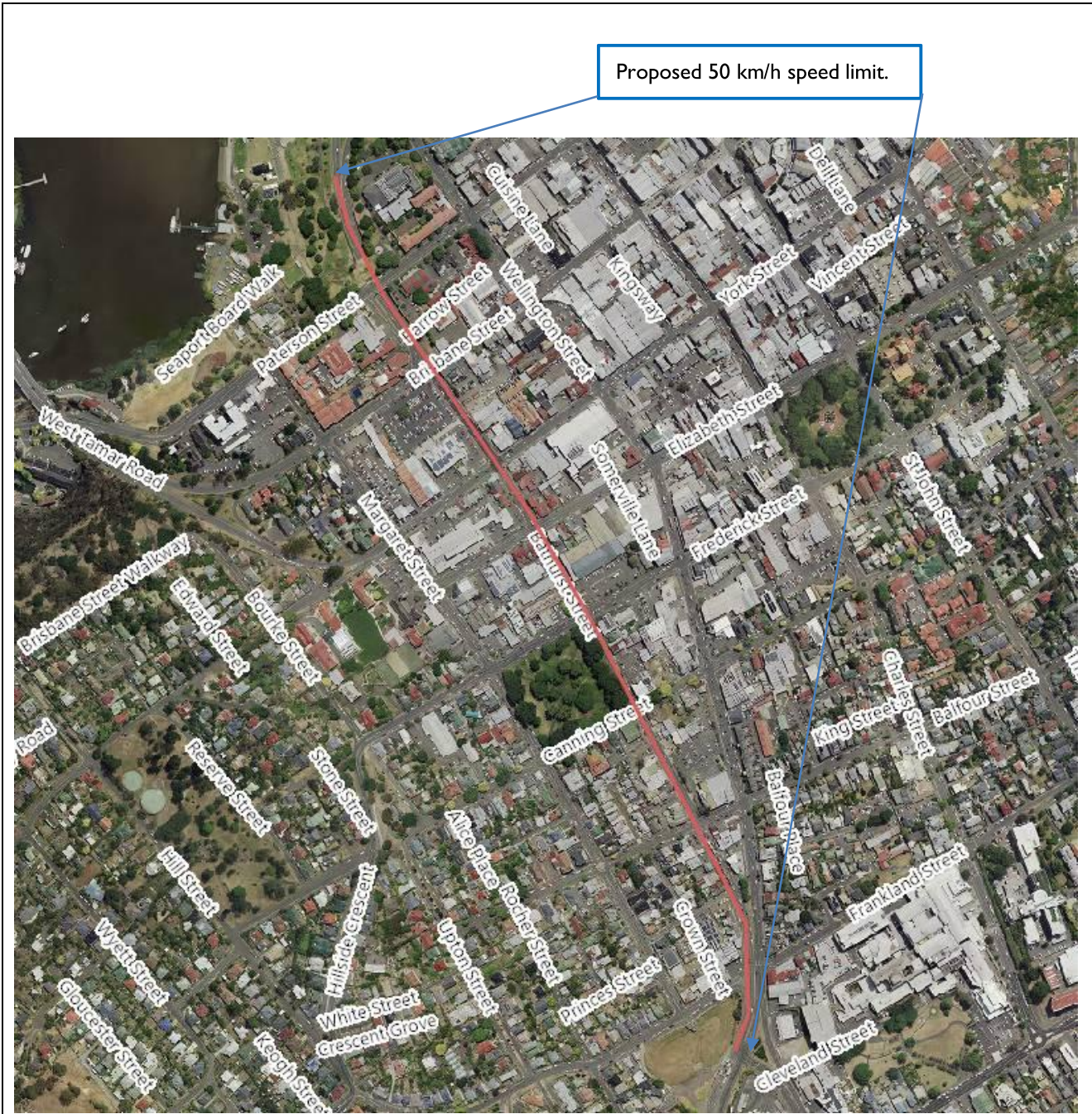
Wellington Street (William Street to Howick Street), Launceston
Proposed 50 km/h Speed Limit



Road Characteristics	
Road function	Arterial Road
Road standard	Main carriageway around 13.8 m wide, footpaths on both sides. Three or four lanes, one way traffic, current speed limit 60 km/h
Road owner	Department of State Growth
Roadside development	Residential/Commercial
Road alignment	Generally straight.
Road accesses / intersections	Intersections at Paterson Street, Brisbane Street, York Street, Elizabeth Street, Frederick Street, Canning Street, Balfour Street, Frankland Street and Howick Street, mostly signal controlled.
Traffic volume and speed	Road carries around 22,700 vehicles on a week day. 85%ile speed 50 km/h

Pedestrians and cyclists	Footpaths on both sides. Pedestrian crossings at each signalised intersection. No bike facilities.
Length	1.72 km long,
Crash history	July 2018 - June 2023 12 Injury Crashes on links, 38 at intersections.
Adjacent speed zones	Wellington Street north of William Street is 60 km/h. Wellington Street south of Howick Street is 60 km/h. Side roads are subject to the 50 km/h default urban speed limit.
Typical application	Urban default more appropriate given the mixed traffic environment.

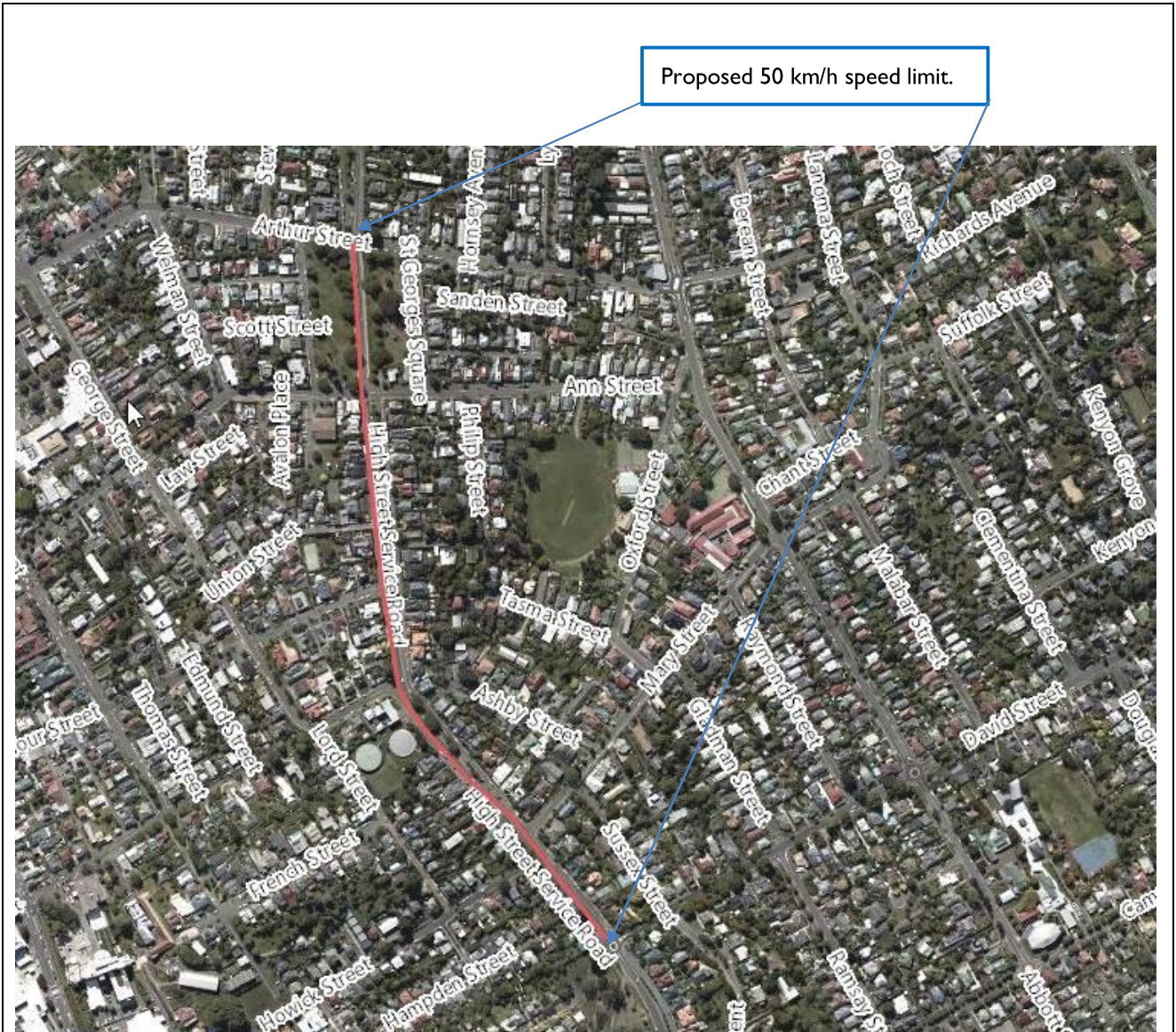
Bathurst Street (Wellington Street to Cimitiere Street), Launceston
Proposed 50 km/h Speed Limit



Road Characteristics	
Road function	Arterial Road
Road standard	Main carriageway around 12m wide, footpaths on both sides. Three or four lanes one way traffic, currently 60 km/h.
Road owner	Department of State Growth
Roadside development	Residential/Commercial/Public Open Space.
Road alignment	Generally straight.
Road accesses / intersections	Intersections at Frankland Street, Balfour Street, Canning Street, Frederick Street, Elizabeth Street, York Street, Brisbane Street and Cimitiere Street, mostly signal controlled.
Traffic volume and speed	Road carries around 29400 vehicles on a week day. 85%ile speed 45 km/h

Pedestrians and cyclists	Footpaths on both sides. Pedestrian crossings at each signalised intersection. No bike facilities.
Length	1.27 km long,
Crash history	July 2018 - June 2023 7 Injury Crashes on links, 36 at intersection.
Adjacent speed zones	Midland Highway, south of Wellington Street is 60 km/h, Bathurst Street north of Cimitiere Street is 60 km/h. Side roads are subject to the 50 km/h default urban speed limit.
Typical application	Urban default more appropriate given the mixed traffic environment.

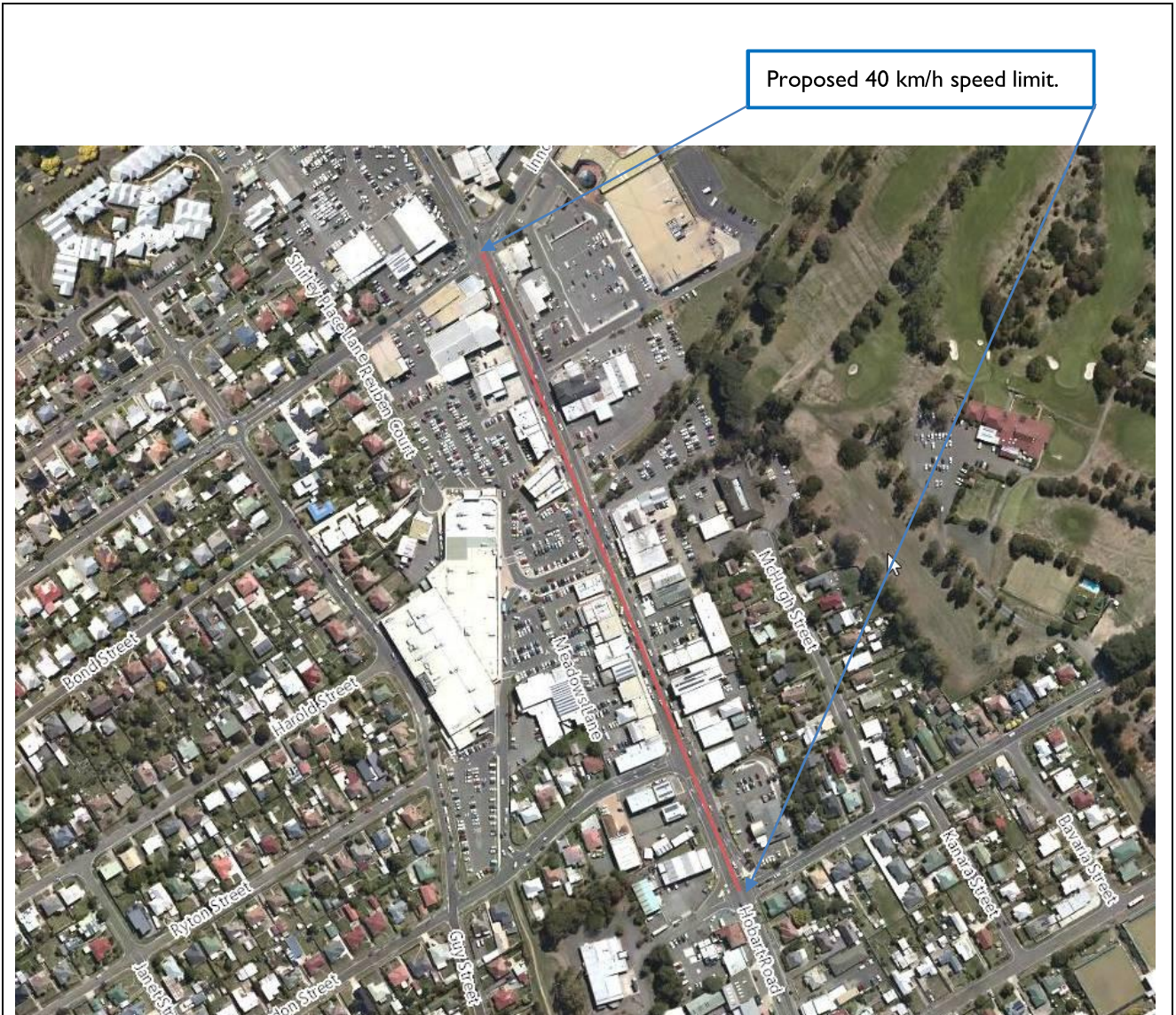
**High Street (David Street to Arthur Street), East Launceston
Proposed 50 km/h Speed Limit**



Road Characteristics	
Road function	Collector Road
Road standard	Main carriageway around 11m wide, footpaths on both sides. Service road between David Street and Ann Street. Roundabouts at David Street and Arthur Street.
Road owner	City of Launceston
Roadside development	Residential/Retail/Public Open Space.
Road alignment	Generally straight.
Road accesses / intersections	Intersections at Mary Street, Frankland Street, Balfour Street, Union Street & Ann Street. 14 accesses on west side.
Traffic volume and speed	Road carries around 13000 vehicles on a week day. 85%ioe speed 51.5 km/h
Pedestrians and cyclists	Footpaths on both sides. School crossing north of Mary Street. Pedestrian refuges south of Frankland Street and north and south of Ann Street. No bike facilities.
Length	905m long,

Crash history	14 Injury Crashes. Ongoing issues with school crossing and exit from Howick Street.
Adjacent speed zones	High Street north of Arthur Street is 50 km/h. High Street south of David Street is 60 km/h. High Street approx. 85m each side of school crossing is 40 km/h during operational times. High Street between Ann Street and Arthur Street is 40 km/h when food vans are in operation. Side roads are subject to the 50 km/h default urban speed limit.
Typical application	Urban default more appropriate given the mixed traffic environment.

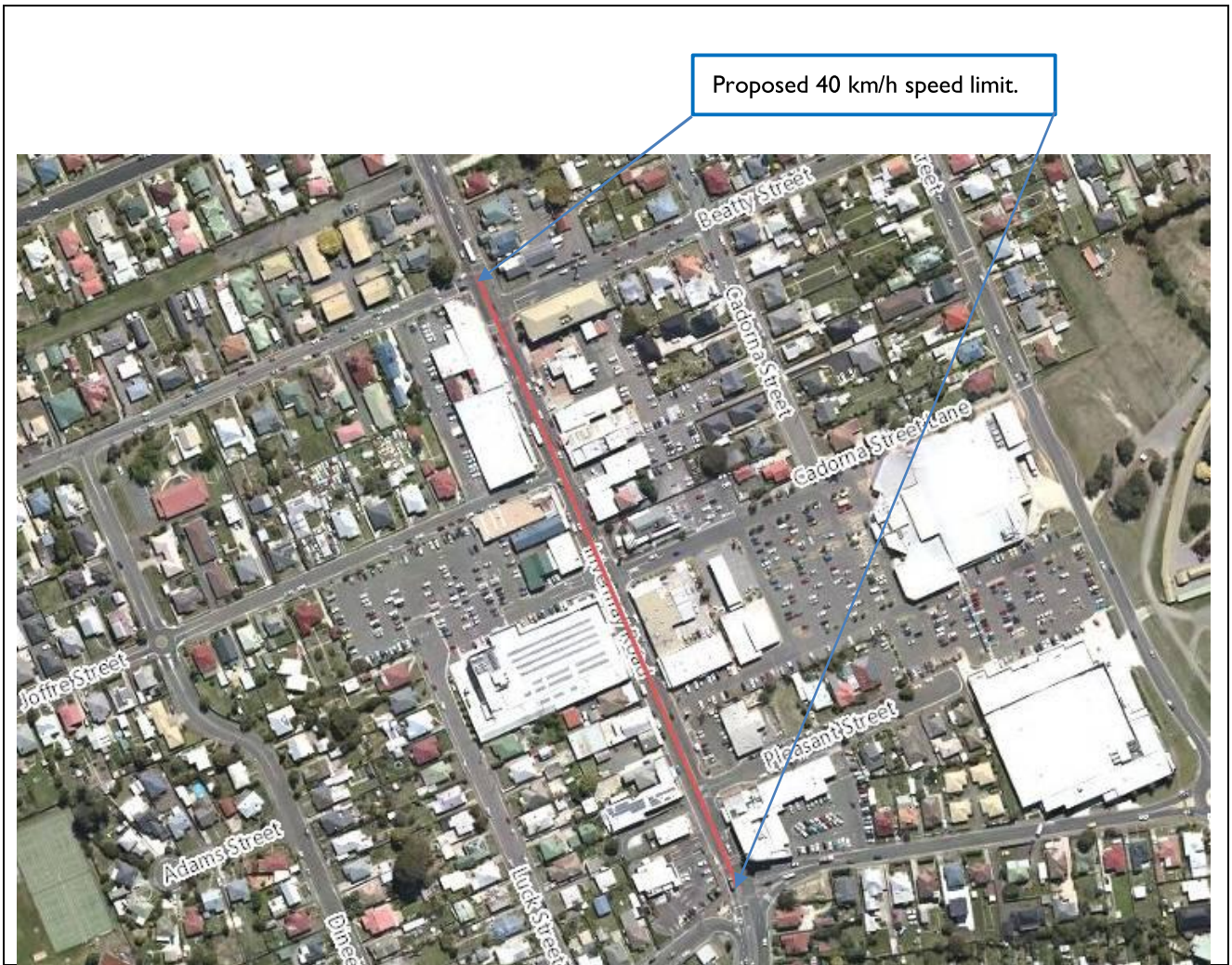
**Hobart Road (Riseley Street to Opossum Road), Kings Meadows
Proposed 40 km/h Speed Limit**



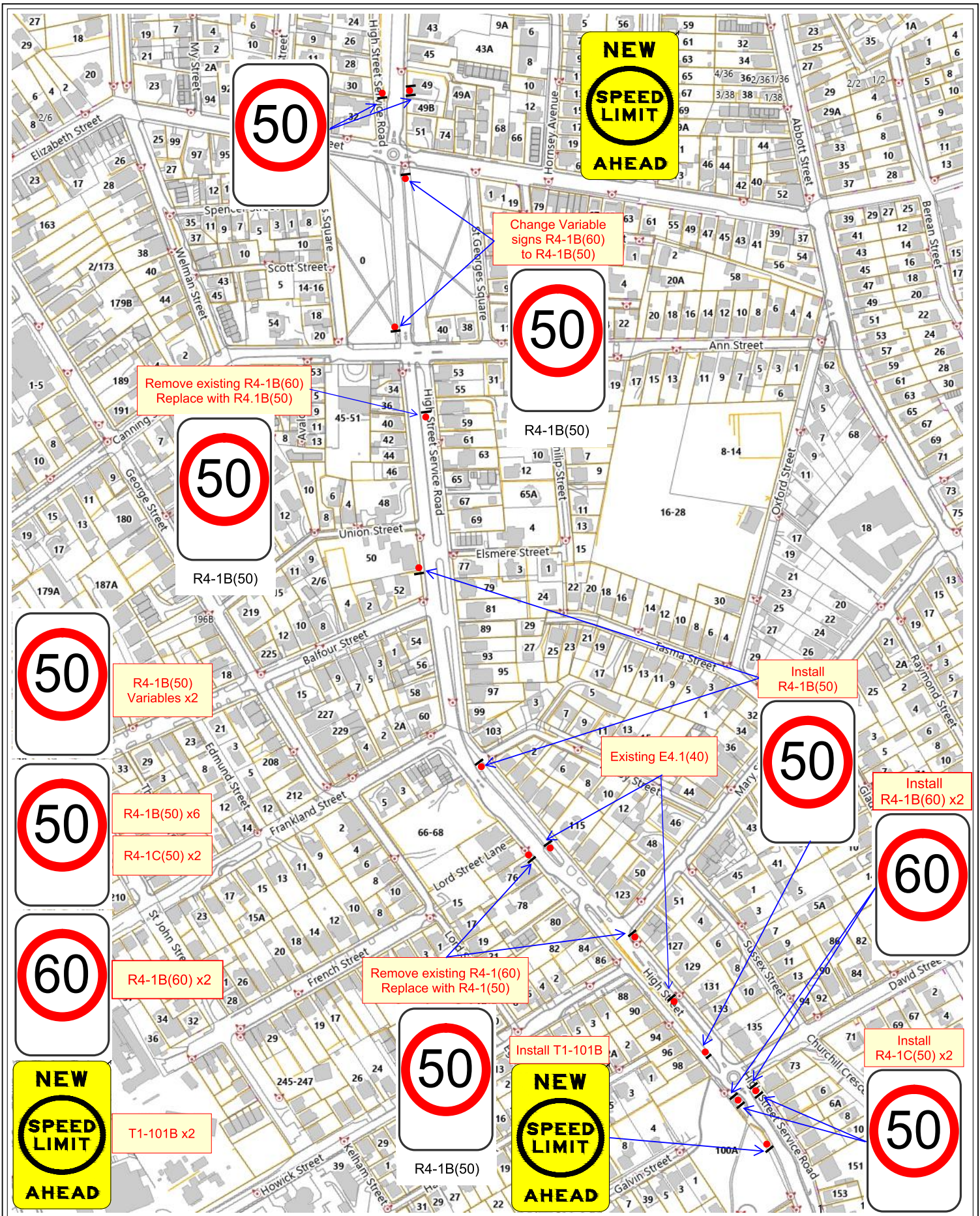
Road Characteristics	
Road function	Arterial Road through suburban shopping centre
Road standard	14.8m wide, wide footpaths.
Road owner	City of Launceston
Roadside development	Retail.
Road alignment	Straight.
Road accesses / intersections	Signal controlled intersection at Blaydon Street
Traffic volume and speed	Road carries around 16,300 vehicles on a week day. 85 th ile speed 44.3 km/h
Pedestrians and cyclists	Wide footpaths on both sides. Pedestrian crossings at traffic signals at each end and signalised mid-block crossing. Additional mid-block pedestrian refuge. High pedestrian activity. Limited dedicated bike facilities
Length (2.3.4)	467m
Crash history (2.3.3 (c))	Twelve injury crashes (2017-2021), three involving vulnerable road users.

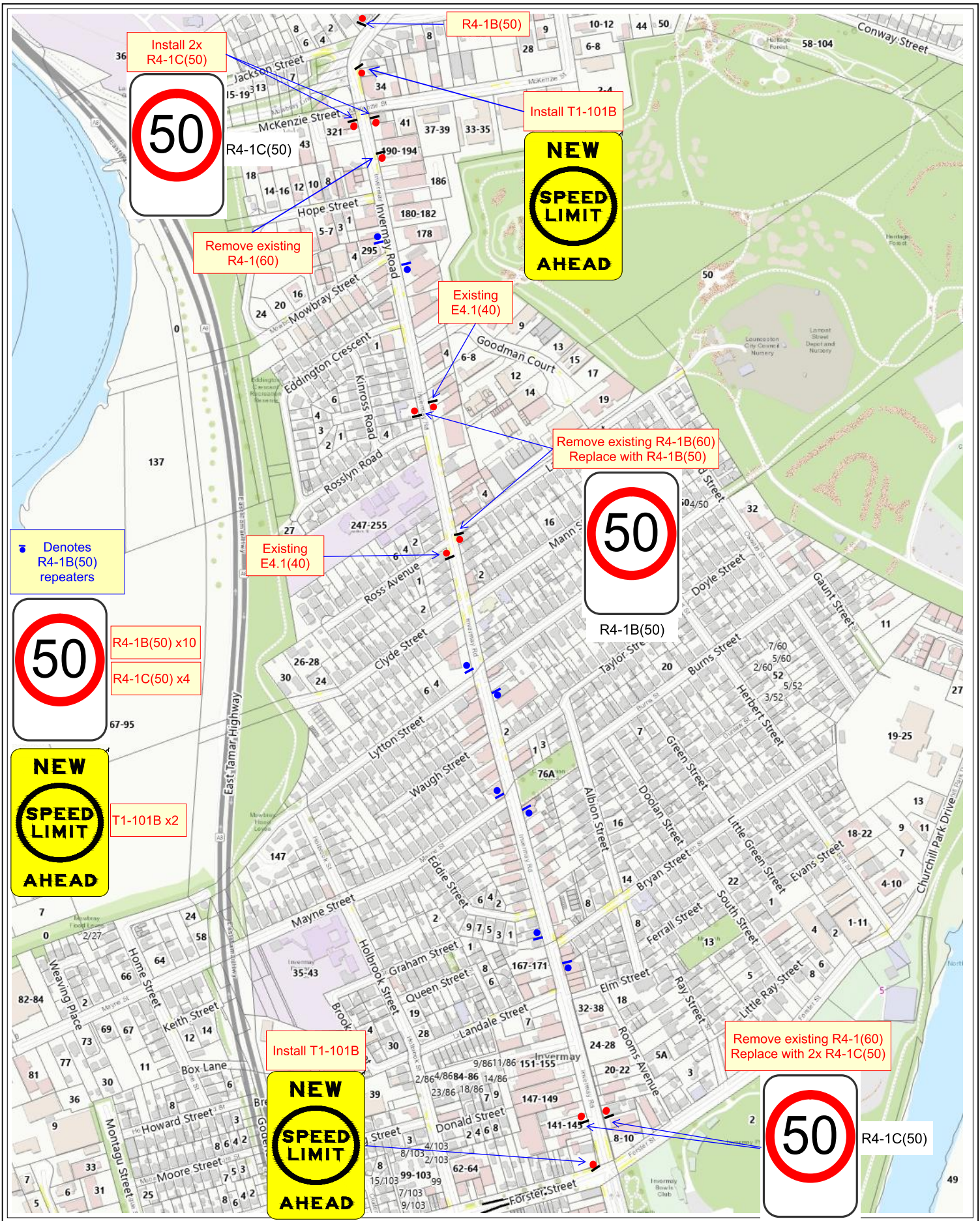
Adjacent speed zones	Hobart Road north and south is 60 km/h. Blaydon Street is 50 km/h.
Typical application	High pedestrian activity area

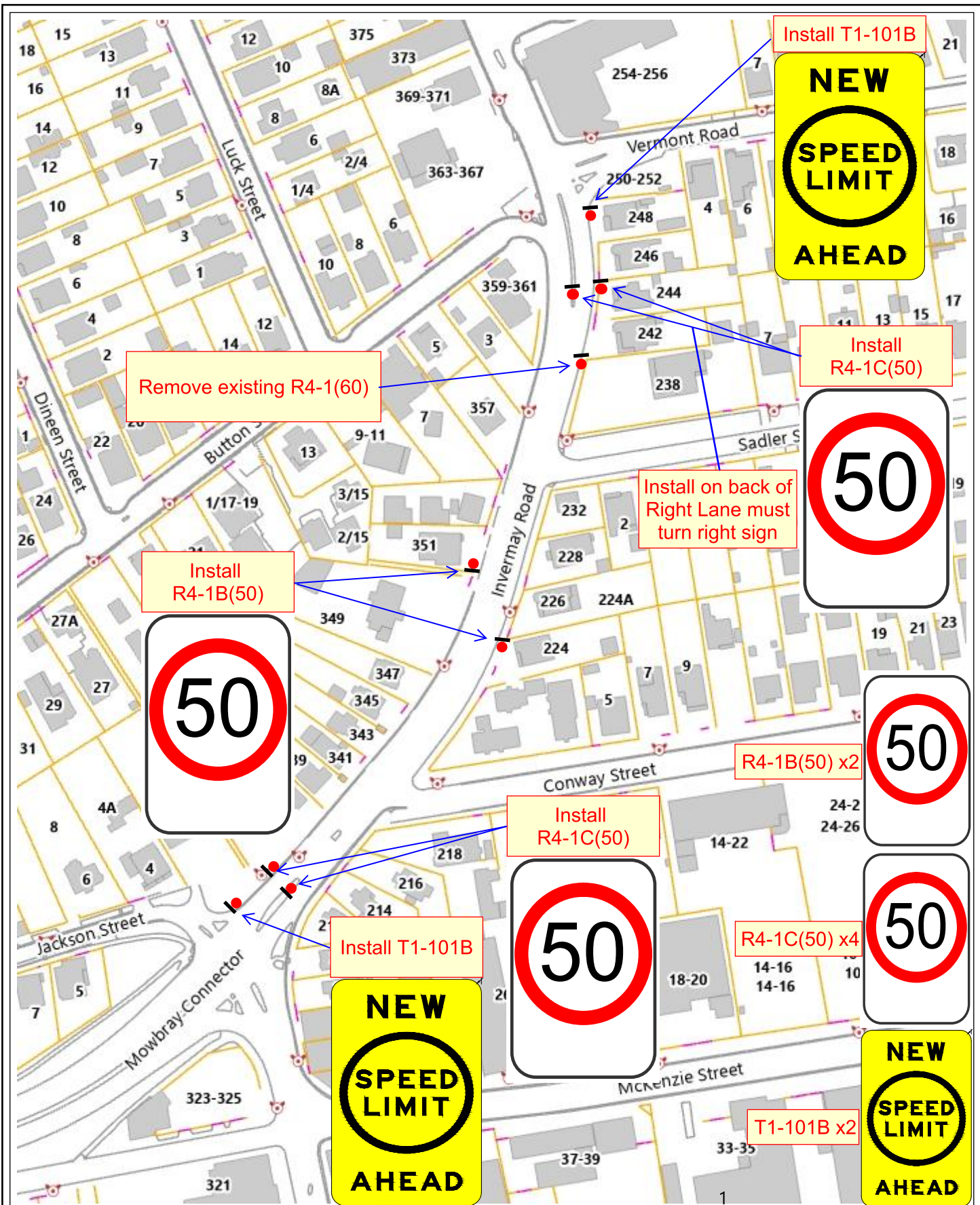
Invermay Road (Vermont Road to Haig Street), Mowbray - Proposed 40 km/h Speed Limit



Road Characteristics	
Road function	Arterial Road through suburban shopping centre.
Road standard	13.5m wide, wide footpaths on each side.
Road owner	City of Launceston
Roadside development	Retail.
Road alignment	Straight.
Road accesses / intersections	Signal controlled intersection at Woolworths/Coles access. Two other intersections.
Traffic volume and speed	Road carries around 15,000 vehicles on a week day. 85%ile speed 42.5 km/h
Pedestrians and cyclists	Wide footpaths on both sides. Pedestrian crossings at traffic signals at each end and mid-block, additional mid-block refuge. High pedestrian activity, including into the evening. Limited dedicated bike facilities.
Length	329m
Crash history	Nine injury crashes (2017-2021), five involving vulnerable road users.
Adjacent speed zones	Invermay Road is 60 km/h to the north and south (proposed to change to 50 km/h to south. Side roads are subject to the 50 km/h default urban speed limit.
Typical application	High pedestrian activity area







Approved Engineering Plans

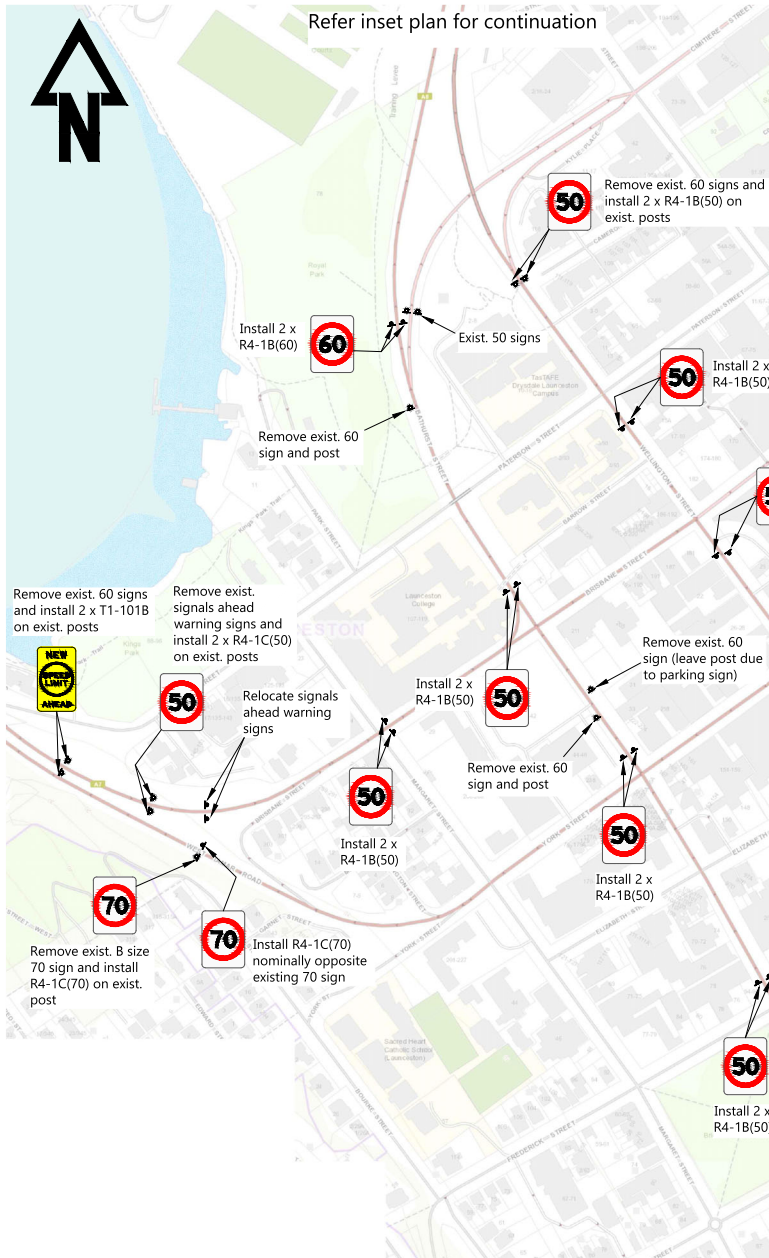
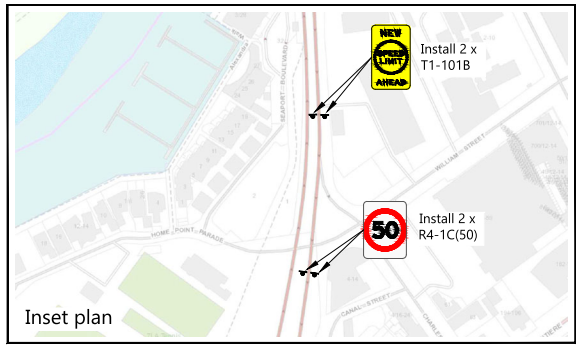
Geoff Stick - Team Leader, Roads & Traffic

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Version: 23/05/2023



Refer inset plan for continuation



R4-1B(50)
28 Required
R4-1C(50)
6 Required



R4-1B(60)
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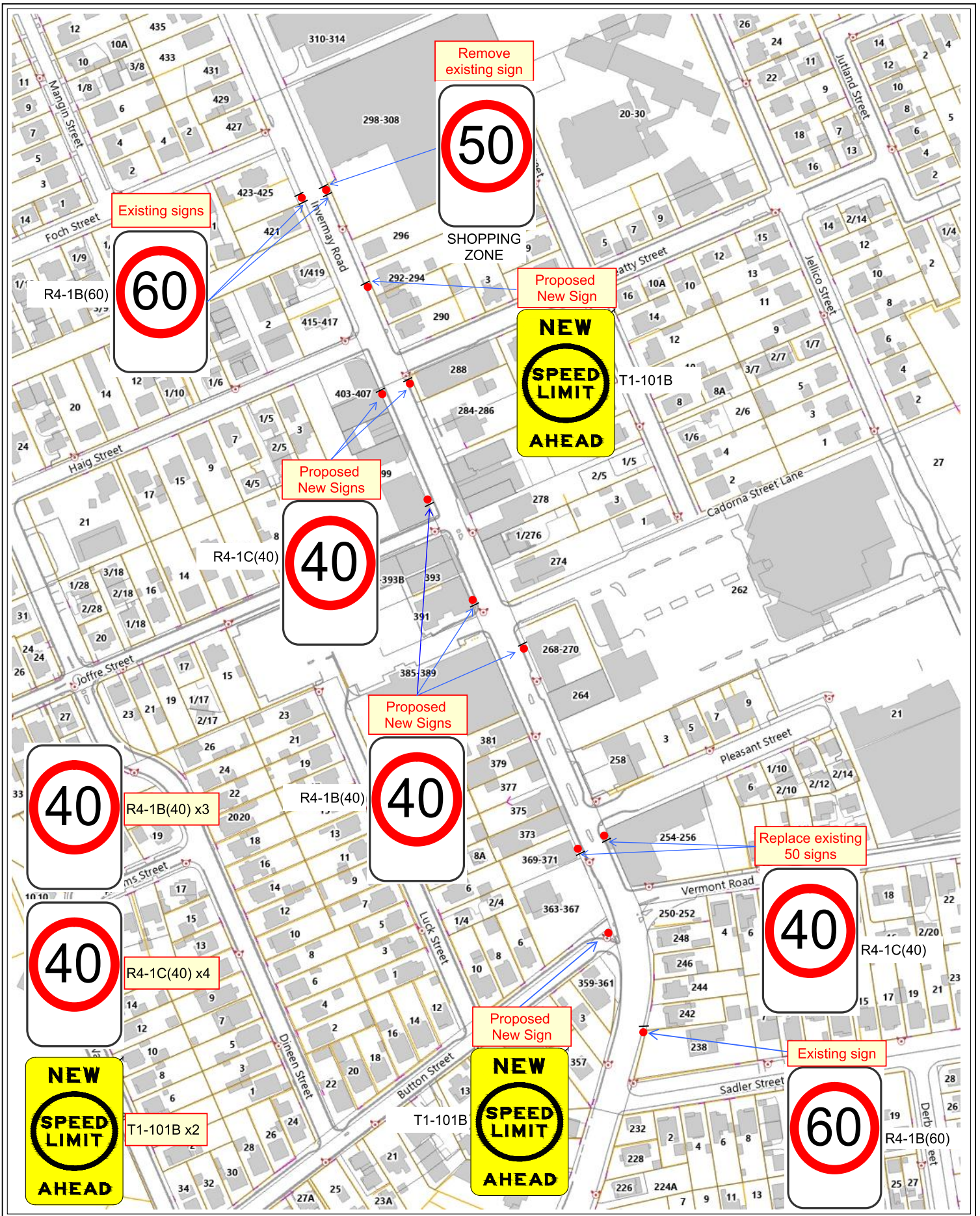
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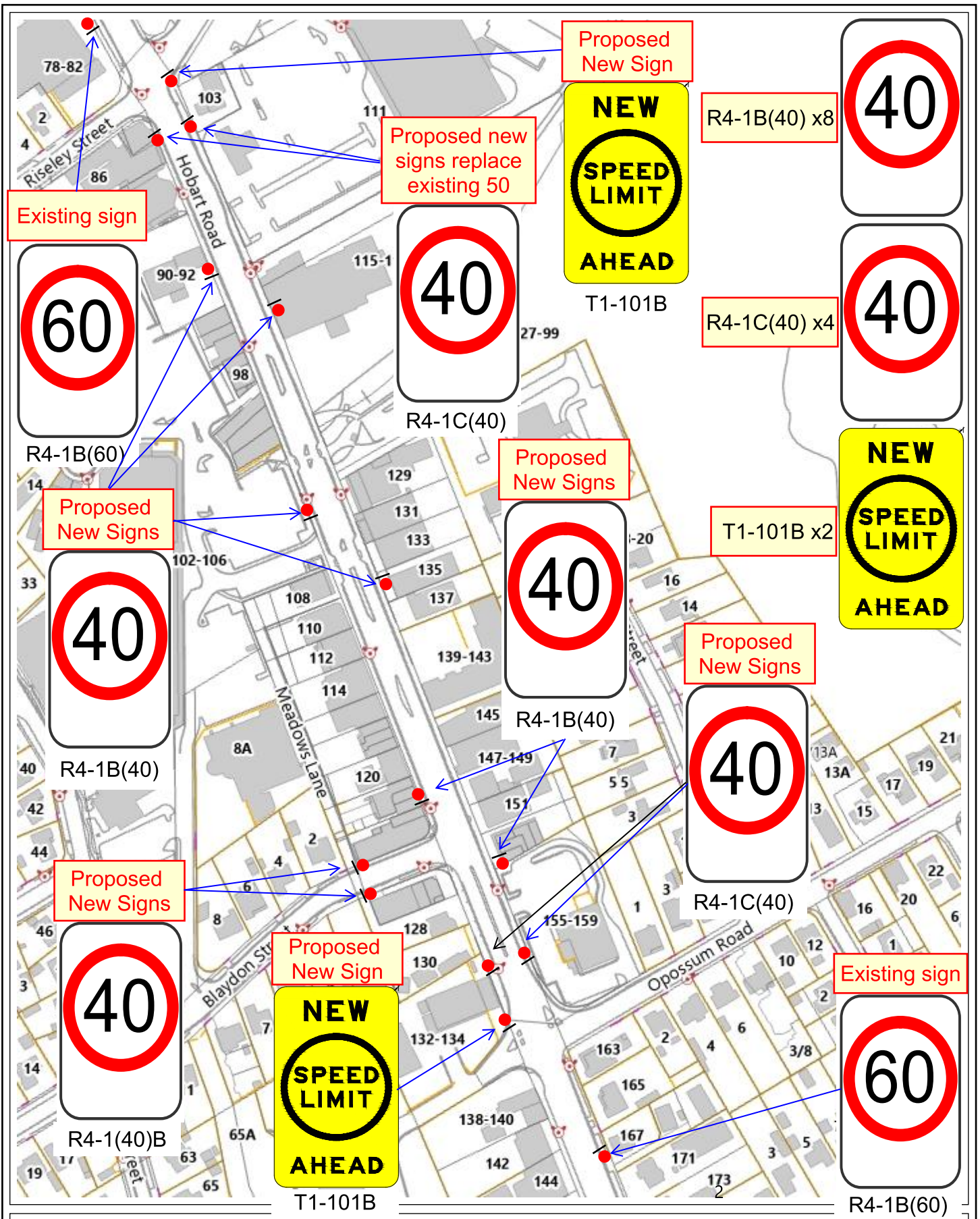


T1-101B
6 Required

**BATHURST STREET & WELLINGTON STREET
LAUNCESTON
SPEED LIMIT SIGNING
DWG No. 10401 VERSION: 07/07/2023**







 City of LAUNCESTON

DWG No. D10311

10311 - Hobart Road - New 40kph speed signs

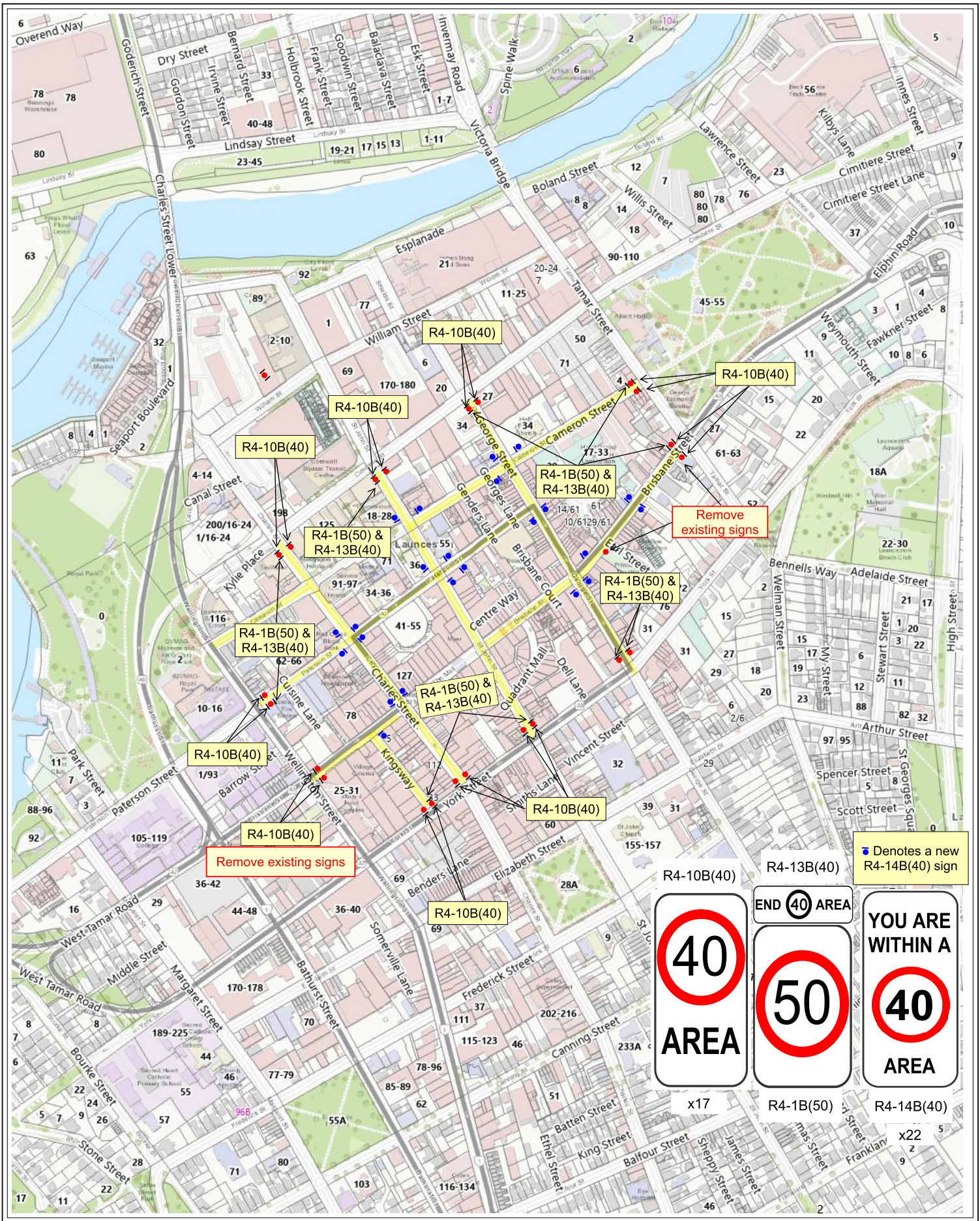


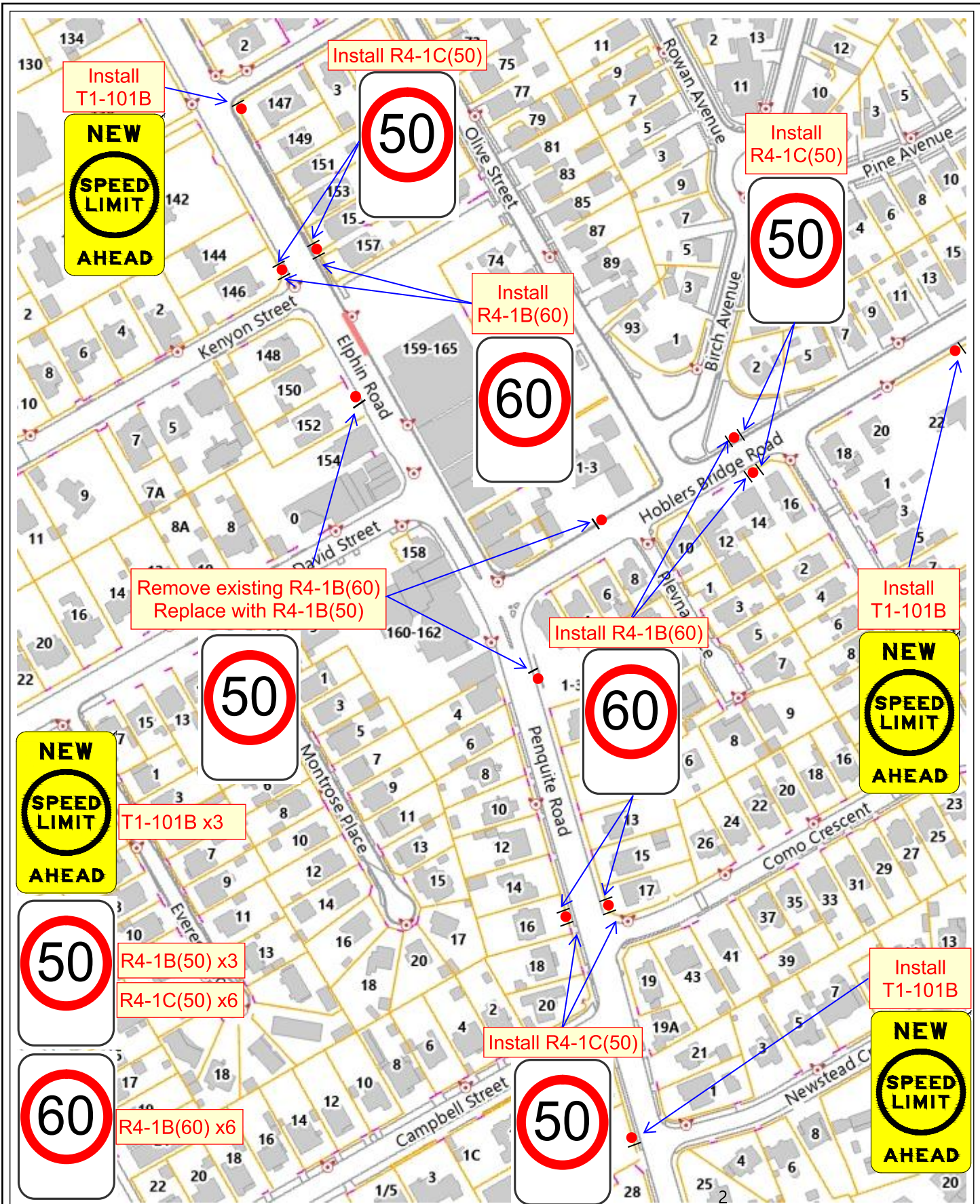
Approved Engineering Plans

Geoff Stick - Team Leader, Roads & Traffic

Scale at A4: 1: 2,500

Version: 19/05/2022





DWG No. 10368

10368 - Elphin - Hoblers - Penquite - 60 & 50kph signs



Approved Engineering Plans

Geoff Stick - Team Leader, Roads & Traffic

Scale at A4: 1:2,500

Version: 01/03/2023

17. INFRASTRUCTURE AND ASSETS NETWORK

17.1. Launceston Speed Limit Review

FILE NO: SF7185

AUTHOR: Nick Browne (Manager Infrastructure and Engineering) and Nigel Coates (Engineering Officer Traffic)

GENERAL MANAGER APPROVAL: Shane Eberhardt (Infrastructure and Assets Network)

DECISION STATEMENT:

To consider the results of public engagement on the Launceston Speed Limit Review and the recommendations for implementation.

RELEVANT LEGISLATION:

Traffic Act 1925

PREVIOUS COUNCIL CONSIDERATION:

Council - 23 September 2013 - Agenda Item 17.1 Traffic Safety and Vulnerable Road User Schemes.

Council - 11 May 2015 - Agenda Item 18.1 - Launceston Speed Limit Review

Council - 4 November 2021 - Agenda Item 18.1 - Strategic Transport Plans

Workshop - 19 January 2023 - Launceston Speed Limit Review

Council - 23 March 2023 - Agenda Item 17.1 - Launceston Speed Limit Review

RECOMMENDATION:

That Council:

1. supports the following speed limit changes :
 - Speed limit reduction from 60km/h to 50km/h:
 - Bathurst Street, Launceston (Frankland Street to Brisbane Street)
 - Wellington Street, Launceston (Cameron Street to Frankland Street)
 - High Street, East Launceston (David Street to Arthur Street)
 - Invermay Road, Invermay (Forster Street to Vermont Road)
 - Newstead Shopping Zone (Elphin Road, Penquite Road and Hoblers Bridge Road)

- Speed limit reduction from 50km/h to 40km/h:
 - Launceston CBD (Brisbane Street, Cameron Street, Charles Street, George Street, Kingsway, Paterson Street and St John Street between Wellington Street and Tamar Street and York Street and Cimitiere Street)
 - Hobart Road, Kings Meadows Shopping Zone (Riseley Street to Opossum Road)
 - Invermay Road, Mowbray (Vermont Road to Haig Street)
2. endorses an application being made to the Transport Commissioner seeking approval to implement the changes.
-

REPORT:

Background

At its Meeting on 23 March 2023 Council endorsed proceeding with community consultation on the Launceston Speed Limit Review recommendations. This included the following proposals for reductions of speed limits:

- Speed limit reduction from 60km/h to 50 km/h:
 - Bathurst Street, Launceston (Frankland Street to Brisbane Street)
 - Wellington Street, Launceston (Cameron Street to Frankland Street)
 - High Street, East Launceston (David Street to Arthur Street)
 - Invermay Road, Invermay (Forster Street to Vermont Road)
 - Newstead Shopping Zone (Elphin Road, Penquite Road and Hoblers Bridge Road)
- Speed limit reduction from 50km/h to 40km/h:
 - Launceston CBD (Brisbane Street, Cameron Street, Charles Street, George Street, Kingsway, Paterson Street and St John Street between Wellington Street and Tamar Street and York Street and Cimitiere Street)
 - Hobart Road, Kings Meadows Shopping Zone (Riseley Street to Opossum Road)
 - Invermay Road, Mowbray (Vermont Road to Haig Street)

These proposals aim to progress the themes of the *Launceston Transport Strategy 2020-2040* (the Strategy). The three themes of the Strategy are a liveable Launceston, a healthy Launceston and a connected Launceston. The healthy Launceston theme includes support for the Tasmanian Road Safety Strategy 2017-2026; a key direction of which is to establish speed limits that are more appropriate to the safety features of individual roads. The liveable Launceston theme recognises that lower traffic speeds can help to support vibrant places through improved pedestrian safety and an improved street environment.

Safe speeds are an important element of the Safe System approach to road safety, along with Safe Roads, Safe People and Safe Vehicles. Addressing all these factors together will maximise the potential to eliminate death and serious injury in the transport system. A reduction in traffic speeds will significantly reduce the kinetic energy involved in a crash, leading to reduced likelihood and severity of crashes. It has been estimated that a 10km/h reduction in travelling speeds can lead to a 25% reduction in deaths and serious injuries.

Speed limits are set to improve road safety, but also to improve roadside amenity and to achieve consistency in travel speed along a route. A realistic speed limit will reflect the speed a driver would expect to drive in a road environment based on the mix of traffic, presence of pedestrians, density of abutting development and the complexity of traffic movements.

Speed Limit Review Process

The review considered the recorded crash history across the city to identify locations with an elevated history. The Department of State Growth maintains a crash database for all crashes reported to Tasmania Police.

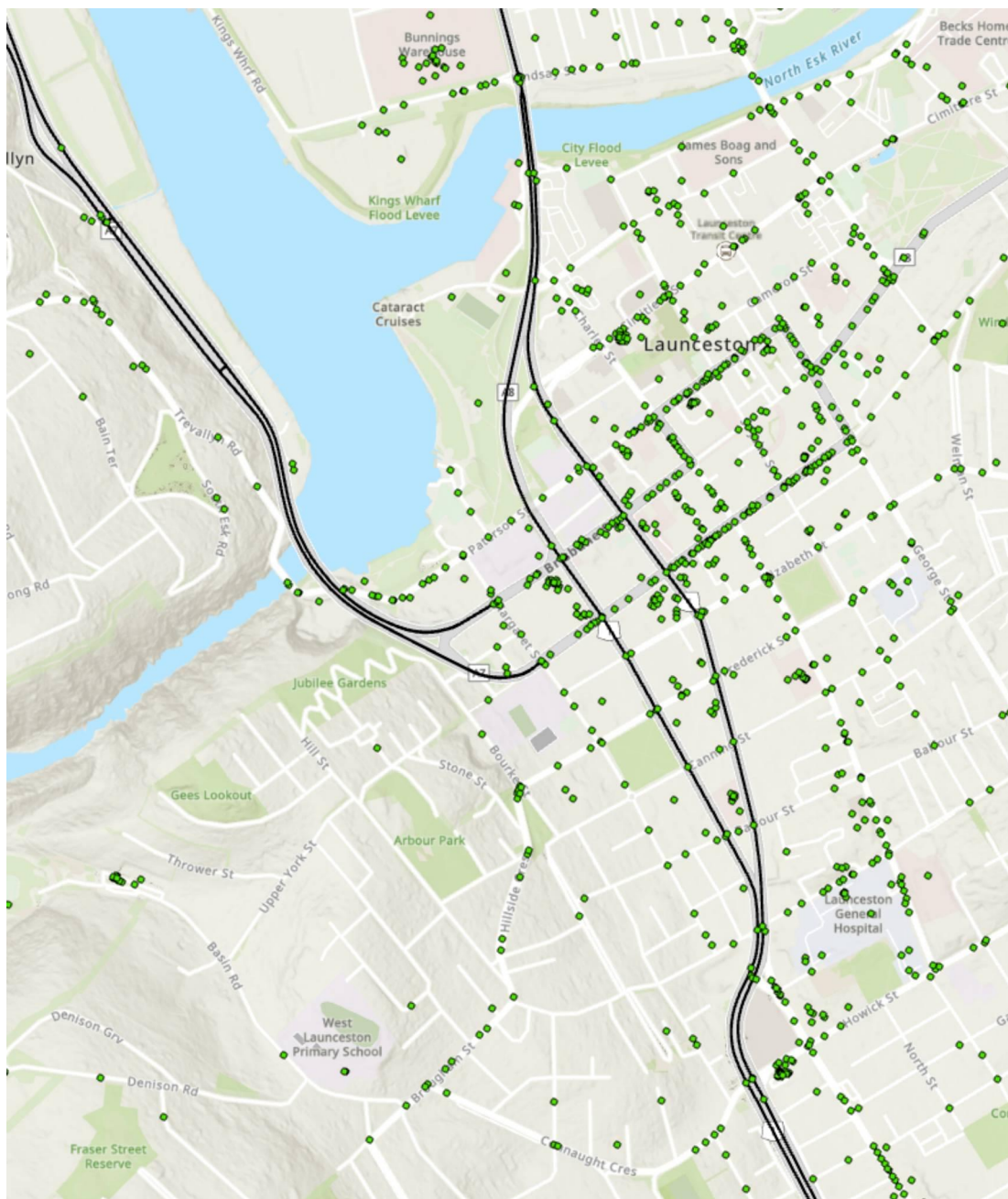


Figure 1 - 5-year Crash History Map for Launceston CBD

To allow equal comparison between road segments, the crash history data was combined with traffic volume data and road length data to determine crash rates in the form of crashes per kilometre of road and crashes per million vehicle kilometres travelled. This also ensures that roads with a high crash rate proportional to their use are identified.

Vehicle traffic surveys that record the speeds of each vehicle were also used to determine the profile of current traffic speeds. This allows an assessment of the benefit and impact of the proposed speed limit change to be assessed.

The *Tasmanian Speed Zoning Guidelines* provide guidance on the selection of appropriate speed limits based on the road environment. These guidelines were consulted to inform the review process, allowing for a future risk-based lens as well as the consideration of previous crash history.

There are 20 urban arterial and collector roads in Launceston that have a 60km/h speed limit. Five of these have been recommended for a reduction to 50km/h following the review.

A 40km/h speed limit is recommended for busier shopping and business areas in the Launceston CBD, Mowbray and Kings Meadows. These areas are currently subject to a 50km/h speed limit. This lower speed limit is justified because of the higher levels of pedestrian activity, roadside use and the elevated crash record.

Throughout the review process, the Council's officers have engaged with the Department of State Growth and Tasmania Police for their input.

Community consultation has now been completed, with the details of this provided below.

Consultation Process

Public consultation was undertaken for a period of three weeks, concluding on 8 May 2023. The public were informed of the engagement through a media release and posts on the City of Launceston's Facebook page.

An online map was produced to communicate the proposed changes to the community in a visual format.

Comments were sought via email, however, responses via Facebook have also been considered here.

Several organisations were also approached directly to provide a response to the proposal.

Consultation Results

Nine organisational responses were received to the proposal, a summary of their response is provided here for reference:

Organisation	Summary of Responses
Tasmania Police	Agree with the proposals. Have suggested extending the 40km/h limit further south in Charles Street to the Launceston General Hospital.
Road Safety Advisory Council	To provide a safe road environment, lower speed limits should apply on roads in built-up areas where pedestrians, other vulnerable road users, and vehicles interact. The City of Launceston is commended on its leadership in improving safety for all road users
Department of State Growth	Supports the proposed speed limit reductions. Whilst the Department of State Growth is the road authority for Bathurst and Wellington Streets, they have encouraged the City of Launceston to include these streets in the application.
RACT	Supports the proposal to lower speed limits on selected CBD streets, in the retail precincts of Mowbray and Kings Meadows and on urban arterial roads.
Metro	The proposed changes will benefit the community and consequently the safety of our operations. Similar steps have been taken by the City of Hobart over the past decade that have had a negligible effect on travel times for Metro services
Bicycle Network	Supports the reduction from 50km/h to 40km/h in the City centre.
Tamar Bicycle Users Group	Supports the proposed speed limit changes as they will improve safety for vulnerable road users.
Tasmanian Transport Council	Agrees with the reductions on the inner-City streets but would like an increased speed limit on Bathurst Street and Wellington Street.
Menzies Institute for Medical Research, University of Tasmania	Supports the reductions to 40km/h in the CBD and retail precincts as it will reduce the number and severity of traffic incidents and increase pedestrian and cycle activity.

A total of 65 responses were received via e-mail:

- 38 (58%) were supportive of some or all of the changes
- 24 (37%) were against the changes
- 3 (5%) responses sought more information or suggested an alternative proposal

The main opposition related to Bathurst and Wellington Streets.

The City of Launceston Facebook post:

- reached 30,744 people
- had 10,806 engagements
- received 351 comments
- Received 100 likes, 107 angry reactions and 32 laugh reactions

The responses have been collated with the key themes from each listed below, alongside a response to this feedback by the City of Launceston's Roads and Traffic Team.

From those who are in support of the changes:

Feedback Theme	City of Launceston Response
Slower speeds will increase safety	Road safety outcomes are usually measured in terms of the number of crashes and their severity levels, eg. the total number of crashes; the number of fatalities and serious injuries. Speed plays a central role in all of these road safety outcomes. Speed is a major contributory factor in over 30% of fatal crashes. Both excess speed (exceeding the posted speed limit) and inappropriate speed (faster than the prevailing road or weather conditions allow) are important crash causation factors. It is also crucial to note that speed affects risk through both likelihood of crash occurrence and crash consequence.*
Slower speeds will encourage active transport	Lowering speed limits in busy pedestrian areas will make these streets more walking and cycling friendly (Heart Foundation).
Slower speeds will improve health	Speed not only affects road safety but also several environmental and health outcomes such as: <ul style="list-style-type: none"> • level of traffic noise • air pollution through the level of exhaust emissions • fuel consumption • overall quality of life for people living or working near the road.*
Further locations should be considered	This current review is intended to be a first step in ensuring that speed limits match road environments. Extensions to the reduced limits or changes in other locations can be considered at a later date.

*Source: World Bank Global Road Safety Facility

From those who are against the changes:

Feedback Theme	City of Launceston Response
Speed has very little impact on road safety outcomes	Speeding and travelling too fast for the conditions are the biggest cause of death and serious injury on our roads. This is perhaps also the area where we have the clearest evidence base regarding this risk relationship.

Feedback Theme	City of Launceston Response
	<p>Much of the published research indicates that speed contributes to around 30% of deaths, but it is also frequently recognised that this is likely to be an underestimate. This is known because when appropriate speed management is put in place, reductions of 60% or even greater in deaths and serious injuries can be seen.*</p>
<p>The main reason for crashes is lack of driver education</p>	<p>Since the 1970s, human error has consistently been considered as the major causal factor in a high proportion of road crashes and injuries. Recent research claims that the driver error contributes to as much as 75% of all road crashes.</p> <p>Relying on this, some members of the public and professional community argue that the focus on Speed Management is misplaced and should be put into educating bad drivers.</p> <p>The Safe Systems approach to road safety recognises that there are multiple pillars to improve safety. It is not disputed that developing safer drivers would improve road safety, however, this does not mean the other pillars of road safety should be ignored. It is proven that:</p> <ul style="list-style-type: none"> • speeding is a key driver risky behaviour causing road crashes and injuries and needs to be effectively managed. • no matter what causes a crash, higher speeds mean that more crash forces and energies are there to be absorbed, potentially by human beings. • even experienced drivers can make mistakes, and this does not make them bad drivers. This is just human nature. But speed is crucial when a mistake occurs, as it can make the difference between a minor injury, or a severe crash outcome.* <p>Making a mistake is human nature and a driver or other road user should not need to pay for it with their life or a serious life-altering injury.</p>
<p>The speed limit reductions will increase congestion</p>	<p>It is important to separate the concepts of the capacity of a road and the travel time through a road.</p>

Feedback Theme	City of Launceston Response
	<p>In theory, the speed that vehicles travel has no direct effect on the capacity of a road. As vehicles travel faster, the gap between the vehicles increases in direct correlation. As a result, the number of vehicles passing a point in a given period of time is constant, regardless of their speed. Consequently, reducing the speed limit does not reduce the theoretical capacity of the road.</p> <p>However, built-up roads often have friction from people entering and exiting side roads, driveways and parking bays and the requirement to stop at intersections and traffic lights can often result in stop-start traffic flow. Reducing the speed limit can reduce this friction and improve capacity in some environments, particularly on roads with coordinated traffic signals such as Bathurst and Wellington Streets.</p> <p>In busy urban environments the average journey speeds are often already considerably lower than the set speed limits. Travel time is mostly influenced by frequent stopping or slowing down, eg. at intersections. Drivers assume that driving faster will reduce overall travel time, which is not true in urban environments.</p> <p>Even on roads where one can travel at the set speed limit, a reduction of 10km/h over the distances being considered makes a negligible difference to the overall journey time, with figures calculating to only seconds of increased journey time.</p>
Proposal is a revenue raising exercise by the City Council	The City of Launceston does not receive revenue from speeding fines.
Lower speeds will increase driver distraction	There is significant road and roadside activity in urban areas to distract drivers. Driving at slower speeds will decrease the likelihood of a collision occurring as a result of driver distraction, or if a collision still occurs, reduce the consequence of that collision.

**Source: World Bank Global Road Safety Facility*

Discussion

The responses received during this consultation demonstrates a balance between those who are in favour and those who are against the reduced speed limits.

The feedback provided by the community has been considered within the review, with a response to these themes provided in this report. The arguments provided by the community against the proposal are countered by robust international research and engineering advice.

The feedback from key organisations in the road safety space, including the Tasmanian Government's Road Safety Advisory Council, the Department of State Growth, Tasmania Police, The Menzies Institute and the RACT were all supportive of the proposal.

The technical basis for the proposed speed limit reduction is strong and is supported by the *Tasmanian Speed Zoning Guidelines*. The crash rates on the subject roads are considered high, with the current speed limits considered to place road users at a higher risk of injury or death than should be tolerated. As the road authority, the options available to the City of Launceston to reduce the incidence of crashes are minimal, with the only feasible option being to reduce the speed limit.

The speed limit reduction also has the benefit of improving the City's liveability.

The benefits of the speed limit reduction are considered to be high, with the impact considered to be low and acceptable. Consequently, it is recommended that these changes are undertaken.

RISK IMPLICATIONS:

As discussed within the report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

A reduction in speed limits will reduce the cost of road crashes which are significant to both the community, in terms of financial cost, and individuals and their families in terms of trauma. This will outweigh any minor increases in travel time as a consequence of these changes.

Lower speeds have the potential to improve the road environment and the impact of traffic on the environments through which it passes.

Road crashes have a significant social impact on individuals and their families.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014 - 2024

Strategic Priority 2: We facilitate prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.

10-Year Goal: To have realised opportunities that grow and sustain our economy and foster creative and innovative people and industries.

Focus Areas:

1. To provide an environment that is supportive to business and development within the municipality.

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

10-Year Goal: To ensure decisions are made in a transparent and accountable way, that effectively meet our statutory obligations, support quality services and underpin the long-term sustainability of our organisation.

Focus Areas:

1. To provide for the health, safety and welfare of the community.
3. To ensure decisions are made on the basis of accurate and relevant information.

Strategic Priority 4: We value our City's unique identity by celebrating our special heritage and culture and building on our competitive advantages to be a place where people choose to live, work and visit.

10-Year Goal: To sustain and promote Launceston as a unique place to live, work, learn and play.

Focus Areas:

4. To support the central business district (CBD) and commercial areas as activity places during day and night.

Strategic Priority 7: We are a City planning for our future by ensuring our approach to strategic land-use, development and infrastructure is coordinated, progressive and sustainable.

10-Year Goal: To facilitate appropriate development via integrated land-use planning, infrastructure investment and transport solutions within our municipality and region.

Focus Areas:

3. To improve and maintain accessibility, transport options and infrastructure within the Launceston area, including its rural areas.

City of Launceston Transport Strategy 2020-2040

Strategic Direction H2: Work Towards Zero Casualties

Strategic Direction L1: Support Vibrant Places

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

Nil