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Our Ref:
SB:SB
(document2)
Your Ref:

23 October 2020

The Transport Commissioner
Mr Gary Swain
Department of State Growth

Dear Mr Swain

HOBART CBD REDUCED SPEED LIMIT APPLICATION

I am writing to make application for a reduction of the current 50kmh speed limit to a new 40kmh speed limit in the Hobart Central Business District (CBD).

At its 24 June 2020 meeting, the Hobart City Council's City Infrastructure considered a report titled 'Request for Speed Limit Reduction in Hobart Central Business District and Retail Precincts'. Subsequently, this matter was considered by the full meeting of the Hobart City Council on 6 July 2020, who resolved inter alia:

> *"That: 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:*
>
> *a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).*
>
> *b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).*
>
> *c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/ hour.*
>
> *d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.*
>
> *e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)*

f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/hour to 40km/hour."

An additional key stakeholder engagement process has occurred with the stakeholder report forming part of the application. A clear majority of key stakeholders support the proposed speed limit changes.

Consultants GHD have been engaged and have provided a report on the impacts of the proposal from a perspective of travel time or congestion impacts by way of using the Hobart traffic model, along with presenting examples from other jurisdictions and an assessment of the predicted safety benefits. The report also forms part of the application.

The GHD model output results suggest:

"In summary, the traffic modelling results predicted that no appreciable difference in travel time and congestion would result from the reduced speed limit proposed within the Hobart CBD and North Hobart."

(GHD Traffic Modelling report: Executive Summary; pg. ii)

The full Council resolution also included reference to further applications for speed limit reductions in the Hobart suburban retail precinct areas. It is anticipated that this will be subject to a further separate application.

It should be noted that the timing of implementation for the Hobart CBD speed limit reduction, should it be supported by the Transport Commission, will require a period of both physical works prior to implementation, along with a program of community notification to inform road users of the legal changes, and to educate the community around the benefits of lower speeds in relation to crash outcomes of vulnerable road users.

In this regard, should a decision by the Transport Commission be made and the City of Hobart notified of that decision by say the middle of November 2020, communication activities could be commenced in late November and continue through January 2021, to coincide with any other related summer road safety campaigns for an anticipated "go live" implementation date of 1 February 2021.

I am available to discuss further any aspect of this application as required.

Yours sincerely

Neil Noye
DIRECTOR CITY PLANNING

Attachment(s) Hobart CBD Speed limit change application

City of Hobart

Speed Limit Change in Hobart Central Business District

Contents

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Background

The City of Hobart manages a substantial City and suburban road network along with some rural roads.

The City of Hobart has a demonstrated history of seeking to improve road safety outcomes for all road users and reduce the frequency and severity of crashes for all with physical infrastructure projects and behaviour management approaches.

At its' 24 June 2020 meeting, the City Infrastructure Committee considered crash data and other information from City of Hobart officers, the Chair of the Road Safety Advisory Council and the CEO of the Heart Foundation (Tasmania). The Council, at its' 6 July 2020 meeting considered the subject of requesting a change of speed limits in the Hobart Central Business District (CBD) and suburban retail precincts and resolved to do so.

The City Infrastructure Committee report and minutes and the subsequent Council resolution are provided as Attachment 1.

The City of Hobart submission for speed limit changes in the Hobart CBD and the suburban retail precincts will be the subject of separately lodged submissions.

This application will address the **Hobart Central Business District.** A separate application will be made for the suburban Retail Precincts speed limit reduction resolved by the City of Hobart Council on 6 July 2020.

The Hobart Central business district is the Primary Activity Centre for Southern Tasmania (Southern Regional Land Use Strategy: 2010-2035). As such it has high pedestrian and on street activity during the working day, and increasingly into the later part of the day with entertainment, tourist and tertiary educational generating highly active streets. Calmer traffic creates a much more amenable environment for walking and a walkable environment supports the creation of a more vibrant and successful place

The crash data for the Hobart Central business district is provided as Attachment 2 and details the high rate of crashes currently occurring.

The lowering of the current 50km/h speed limit to 40km/h in the Hobart Central Business District is another step in improving the management of traffic for road safety outcomes to benefit all road users, reduce property damage and traffic system blockages due to the time taken for crash investigation and debris removal activities.

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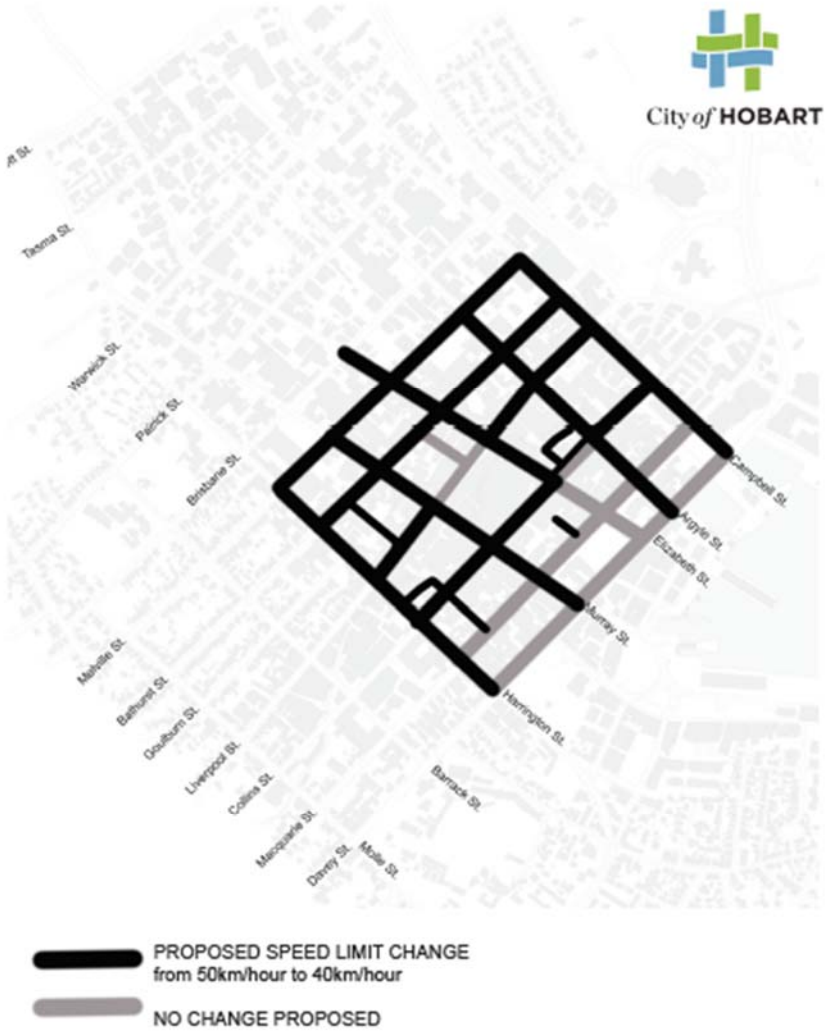
Supporting information for this application includes traffic network modelling, key stakeholder engagement responses, State and National Road safety strategy references and a draft community information and notification plan.

The extent of the Hobart CBD proposed for speed limit reductions is highlighted on the figure below:



PROPOSED SPEED LIMIT REDUCTIONS 2020
Hobart CBD

Road Function

The roads in the area considered for speed limit reductions provide for access to the core Hobart City CBD. There are a range of roads and streets and they have a corresponding range of key functions.

It is noted Macquarie Street and Davey Street which function as the key arterial roads connecting the Southern Outlet with the Brooker Highway and Tasman Highway are all owned by the State of Tasmania are under the control of the Department of State Growth and are not being proposed for any speed zone changes by this application.

Road Standard

The roads in the area for speed limit reductions are formed and sealed roads, with kerb and channel, street lighting and generally have footpaths on both sides of the road formation.

Road Owner

All roads in the area considered are under the control and management of the City of Hobart.

Roadside Development

The Hobart CBD is fully developed.

Road Alignment

The alignment of roads is as shown in the illustrative drawing in the Background section.

Essentially the subject roads form a conventional grid pattern, with the roads being straight. The grid is essentially in a north –west direction and a south-east direction.

The Hobart rivulet runs through the Hobart CBD and crossings are bridged in the subject area. The Hobart rivulet and associated landforms create gradients on some roads.

Road Accesses / Intersections

Road accesses and junctions are as shown in the illustrative drawing and described in Attachment 3.

Traffic Volume

Traffic volumes vary widely across the roads and streets in the application. A table is provided in Attachment 3.

Pedestrians & Cyclists

Pedestrian and cyclists are very present in the Hobart CBD.

Some pedestrian counts and data for the CBD area are available and are included as Attachment 4.

Bicycle riders are becoming increasingly present in the Hobart CBD area although there are no current dedicated bicycle facilities available in the subject area.

Both pedestrians and bicycle riders are vulnerable road users whose survivability in a vehicle crash is highly dependent on the speed of the vehicle involved in the collision.

Published data supports the basic physics of lower vehicle speed resulting in lower injury and mortality in crash situations.

Length

The approximate total length of the roads in the Hobart CBD for which this application applies is 7 km. Block lengths and length of overall straight line sections of road for which the 40 km/h zoning is to apply is provided in Attachment 3.

Adjacent Speed Zones

The speed limits on public highways connecting / nearby are summarised in the table below.

Connecting / Nearby Street	General Urban Speed Limit (km/h)
Macquarie Street, Davey Street	50km/h
Other CBD surrounding streets	50km/h
Note: Some streets within the subject area currently have lower speed limits due to the higher concentration of bus traffic or pedestrian environment. For example: Elizabeth Street Bus Mall *(Collins Street to Davey Street)* Liverpool Street *(Elizabeth Street to Murray Street)*	 30 km/h 30 km/h

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Crash History

The crash history, as documented on the database maintained by the Department of State Growth, shows that the Hobart CBD has a sustained crash history.

In the period 2015-2020 (30 June) some 1190 crashes were reported and recorded in the CBD area where this speed limit reduction application is requested.

Of those 1190 crashes, 833 (70%) occurred in on-road locations.

The remaining 357 (30%) occurred in off-road locations – typically car parks.

Map of crash locations 2015-2020: Hobart CBD

Legend: Green dot = on – road crash
Red dot = off – road crash

A complete set of crash data and associated statistics is provide in Attachment 2.

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Traffic Modelling and Results

The City of Hobart has engaged consulting engineers, GHD, to run the Hobart City Mesoscopic Traffic model and produce model comparisons for the operation of the CBD road network at a posted speed limit of 40km/h in the streets relevant to this application. Several scenarios were tested. Refer to the full report at Attachment 5.

Note: (as previously identified) some Hobart CBD streets currently have posted speed limits of 30km/h and the model run has incorporated this.

The model output results suggest:

"In summary, the traffic modelling results predicted that no appreciable difference in travel time and congestion would result from the reduced speed limit proposed within the Hobart CBD and North Hobart."
(GHD Traffic Modelling report: Executive Summary; pg ii)

The full report is provided as Attachment 5, and attention is directed to the report and its detail, including its overview of Safe Speed Zones in Australia and New Zealand, along with its discussion safety and crash impact along with a Crash reduction analysis.

Australian Standards guidance and proposal assessment

The setting of speed limits is considered in the Australian Standard, *AS 1742.4: Speed Controls: Manual of uniform traffic control devices*.

In that standard, Table 2.1 (Hierarchy of Speed Limits) suggests that Commercial streets or areas may have a 40km/h speed limit, or alternatively may be set at the default urban speed limit of 50km/h.

The Standard notes that streets should be provided with local area traffic management devices to assist with speed control. It is noted that block length in the subject area are relatively short (generally between 100 and 150m long), and subject to traffic light control on nearly every junction. Metered and time controlled on street parking is provided in the subject area, resulting in a high degree of parking and un-parking side friction. Also of note is the current crash history, distributed along the roads in the subject area. The Section *2.3.3 Permitted adjustments to speed limits*, section (b) is reproduced here:

AS 1742.4—2008 10

(b) *Adjustments related to speed environment* The speed environment is described as the elements of the road and traffic environment which collectively influence a driver's perception of an appropriate maximum travel speed. Variations in these elements that may be deemed to warrant adjustment to the primarily determined speed limit are as follows:

(i) *Roadside development* Greater frequency of significant traffic generators, e.g. public vehicular entrances to commercial sites, than would be normally expected of the road function and would therefore warrant a decrease in speed limit. Less roadside development over an appreciable length may warrant an increase in speed limit.

(ii) *Road characteristics* Reduced standard of roadway width or construction, or lateral constrictions, usually resulting in reduced mean traffic speed, which would warrant a reduction in speed limit. Reduced standard of alignment is usually best treated with advisory speed signs.

(iii) *Traffic characteristics* Actual presence of significant numbers of non-motor traffic, e.g. bicycles, pedestrians, on or in the vicinity of the roadway for significant periods and frequencies, e.g. peak hours every day, to the extent that a speed limit reduction is deemed necessary for their safety.

(c) *Adjustments related to crash history* Adjustments to speed limits related to a history of a significantly higher than usual rate of casualty crashes shall only be allowed if a specific cause amenable to other feasible forms of correction cannot be identified.

NOTE: Careful consideration should be given to the crash rate to ensure the data reflects a general crash pattern along the road, rather than a concentration of collisions at isolated sites. Where crashes are concentrated at particular locations, it is likely that site specific improvements will be more appropriate than lowering the speed limit along the whole length of road.

AS1742.4 – 2008 : Manual of uniform traffic control devices
Part 4: Speed Controls
Section *2.3.3 Permitted adjustments to speed limits*
Extract: (pg. 10)

In keeping with the current Australian National and Tasmanian State Road Safety Strategies, the role of speed management in highly pedestrianised retail, commercial, health, education and employment precincts is recognised by the City of Hobart as part of a Safe Systems approach to addressing vulnerable road users' safety in such areas.

Additionally the crash data presented in Attachment 2, demonstrates a highly distributed and relatively high number of crashes occurring in the CBD area.

As such AS1742.4, Section 2.3.3, section (b) (i) and (b) (ii) along with section (c) along with contemporary practice in such precincts, gives rise to the consideration of a lower speed environment.

Engagement Activities and Consultation

The City of Hobart has consulted with a range of key stakeholders in respect of the proposed speed limit changes in the Hobart CBD. (Note: The suburban Retail Precinct speed limit change application to the Transport Commission will be made separately, including engagement and consultation with the relevant stakeholders)

Written support for the speed limit changes was received from the following:

- Road Safety Advisory Council
    - Members: (MAIB, Tasmania Police and Emergency Management, RACT, LGAT, Tasmanian Motorcycle Council, Tasmanian Bicycle Council, Tasmanian Transport Association)
- Australian Medical Association Tasmania (AMA Tas)
- Bicycle Network Tasmania
- Heart Foundation (Tas)
- Menzies Institute for Medical Research
- Royal Automobile Club of Tasmania (RACT)
- Tasmanian Transport Association
- Metro Tasmania

Written dissent for the speed changes was received from the following:

- Hobart Chamber of Commerce

Some submissions contained other feedback such as the need for speeds to be lowered further in some areas and commentary about the health and well-being co-benefits of lower vehicle speeds encouraging more walking and cycling and active travel behaviour.

The unsupportive submission is concerned (amongst other things) that lower speed limits could be seen as business unfriendly and enable neighbouring municipalities to take advantage.

A key Stakeholder Engagement Summary Report, along with written responses received are provided in Attachment 6.

The proposal has the support of the Hobart City Council, and the Council report and resolution is provided in Attachment 1.

Draft Community Communication and Information Plan

Changes to speed limits need communication to road users, to assist with community acceptance of the need for change. It is generally seen as useful if communication material has an emphasis on why driver behaviour changes are required to assist with lowering crash rates and reducing the severity of crash outcomes for individuals.

The City of Hobart has produced a draft community communication and information plan in respect of the change of speed limits. The plan is provided as Attachment 7.

Proposed signage plan

A proposed signage plan for the static regulatory signage required has been prepared in draft form, ready to be discussed and finalised with the Department of State Growth's Traffic engineering team, in the event that a determination to implement the 40 km/h speed zone is made by the Transport Commission.

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ATTACHMENT 1 – Council report and resolution (6/7/2020)

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City of HOBART

6.2 Request For Speed Limit Reduction in Hobart Central Business District and Retail Precincts
File Ref: F20/61264

Report of the Manager City Mobility and the Director City Planning of 19 June 2020 and attachments.

Delegation: Council

REPORT TITLE: **REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS**

REPORT PROVIDED BY: Manager City Mobility
Director City Planning

1. Report Purpose and Community Benefit

1.1. The purpose of this report is to advise the Council that as part of the Covid-19 arrangements for management of the Central Business District Retail and Hobart's Suburban Retail Precincts (Centre environments) coupled with best practice, it is proposed to seek a reduction in the speed limits in select areas of the city to provide a safer environment for traders, pedestrians and cyclists.

2. Report Summary

2.1. On 19 March 2020, Premier Peter Gutwein declared a State of Emergency in Tasmania as a result of the Covid-19 Pandemic.

2.2. From late March 2020 businesses in Tasmania were ordered to close or arrange for work to continue from home, excluding essential services. During this time very little economic activity occurred in Hobart's Centre environments, although some suburban centres and recreational pathways were reportedly busier as workers and families took exercise.

2.3. From early June 2020 non-essential businesses in Tasmania have gradually begun to reopen and activity in the Centre environments has increased.

2.4. On the 5th and 15th May 2020, the Hobart Active Travel Committee convened to discuss needs for safe active travel in Hobart.

2.5. The Hobart Active Travel Committee endorsed to proceed proposed changes to widen footpath, extend outdoor dining areas and lower the speed limits. As a result, both the General Manager and Director of City Planning met with Gary Swain, Department of State Growth (20 May 2020) to discuss a range of potential measures to deliver mobility access to business and residential uses in Centres environments.

2.6. The key constraints guiding the discussions were:

- The Australian Government's 1.5 metres social distancing requirement and
- Safe access for workers and visitors to Centre environments to avoid pedestrian compaction along footpaths and at crossing
- Likelihood for lower public transport utilisation

3. Recommendation

That:

3.1. ***The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as*:**

a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 to 30km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr)

b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 30km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr)

c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/ hour.

d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.

e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)

f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/hour to 40km/hour.

3.2. ***The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:***

a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour (Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street)

b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.

c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.

d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road, Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy Bay Road and King Street from 50km/hour to 40km/ hour.

e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.

4. Background

4.1. The City of Hobart has considered matters relating to vehicle speeds in Centres environments since the mid 2000's, including the following:

- In 2011 and 2014, roads across the Hobart municipality had their speed limit reduced from 60km/h to 50km/h.

- In 2011 The Council endorsed the Inner City Action Plan where it was proposed that an Inner City Courtesy Zone be developed and promoted for a 30kph general limit between Macquarie, Bathurst, Argyle and Harrington Streets.

4.2. Since 2011, and in coordination with a number of capital works projects undertaken by the City of Hobart, the following streets have also had their speed limits reduced further:

- In March 2014, Liverpool Street between Elizabeth Street and Murray Street and Criterion Lane to 30 km/hr

This has resulted in 2 separate 30km/ hour areas in Hobart's Central Business District (Elizabeth Street between Davey and Collins Street). Further 30km/hr and 40km/hr zones also exists within Sullivans Cove.

4.3. A post implementation Department of Infrastructure, Energy and Resources analysis found these reductions have resulted in a 17.6 per cent decrease in crashes.

4.4. The Department of State Growth has advised (15 June 2020) that since 2009 there have been 1011 crashes in the Central Business District as shown on Figure 1 (on the roads coloured red) plus a further 490 in off-road locations (typically in car parks, with Argyle St and

Centrepoint being the most prominent for off street crashes). The majority of the 1011 on-road crashes were minor with only 11 (9 serious & 2 Fatal) involving serious casualties. Refer to Figures 2 - 5.

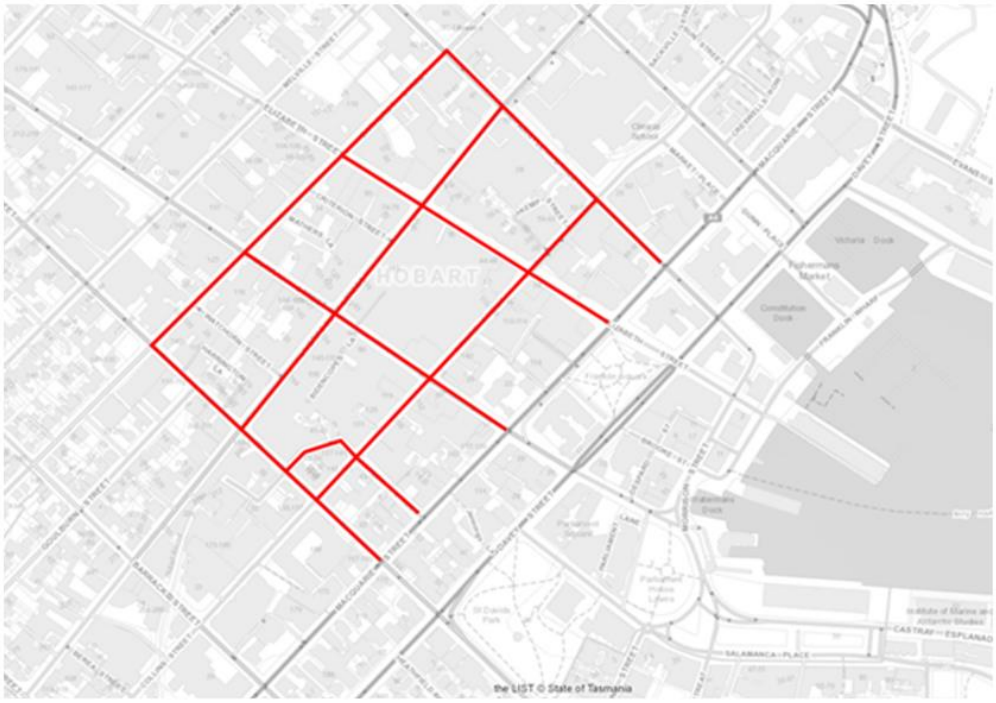


Figure 1 Hobart Central Business District - Extent of crash data in Figures 2 and 3

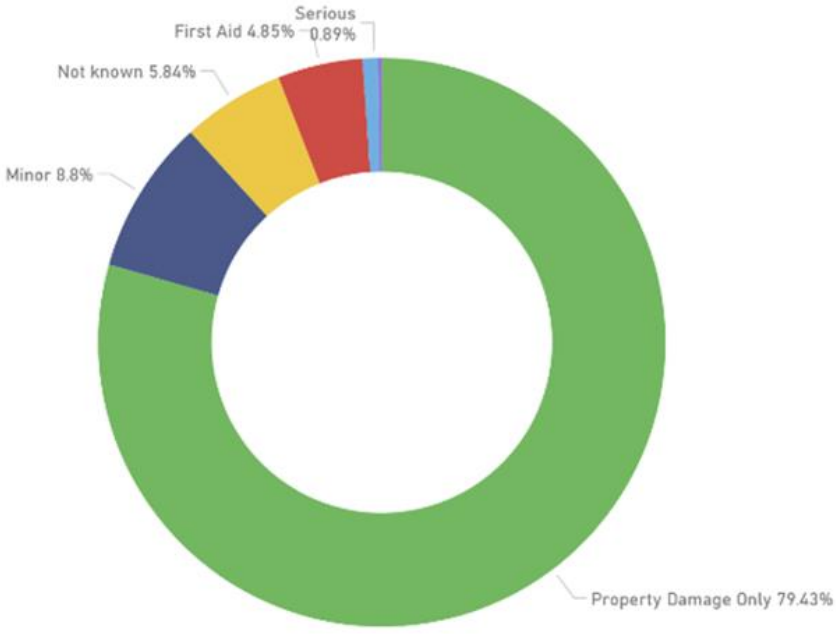


Figure 2 Hobart Central Business District - Crash data by type (percentage) 2009 to 2020

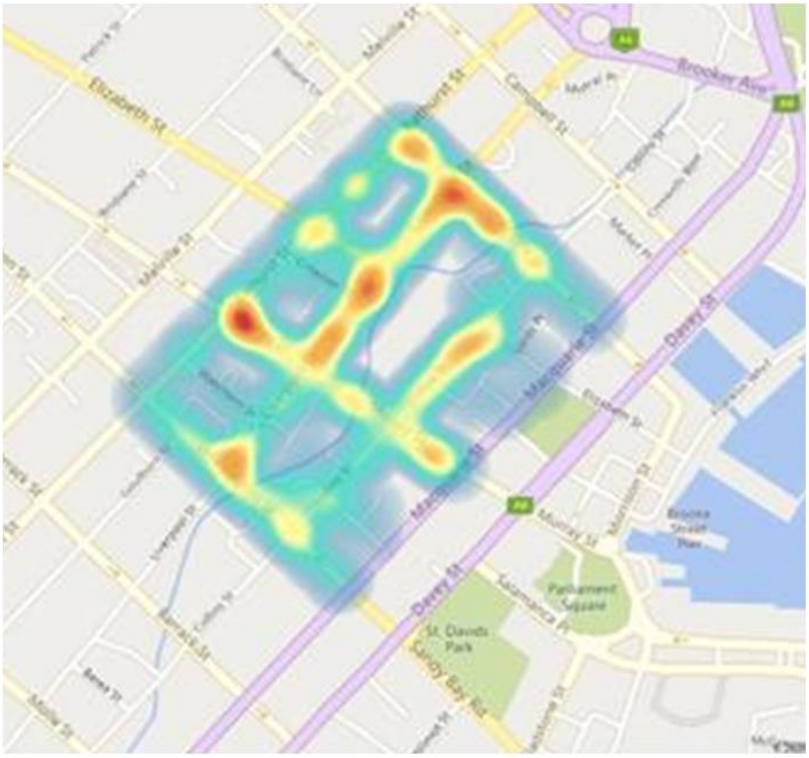


Figure 3 Hobart Central Business District - All Crash Data - Volumes by Location 2009 to 2020

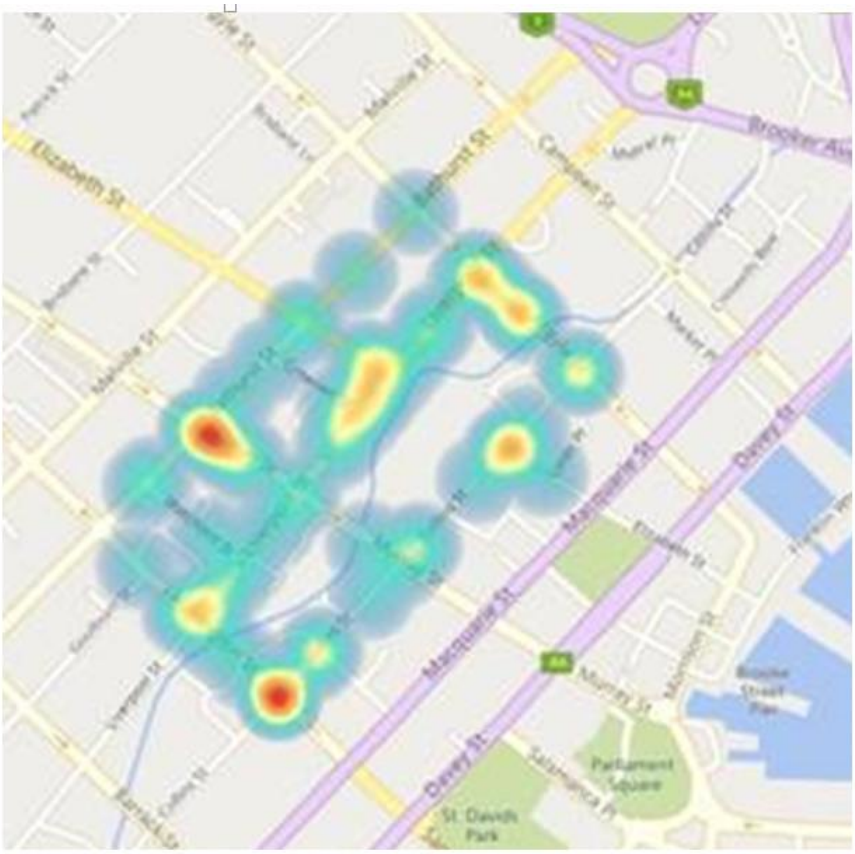


Figure 4 Hobart Central Business District - Crashes Involving Pedestrians – Volumes by Location 2009 to 2020

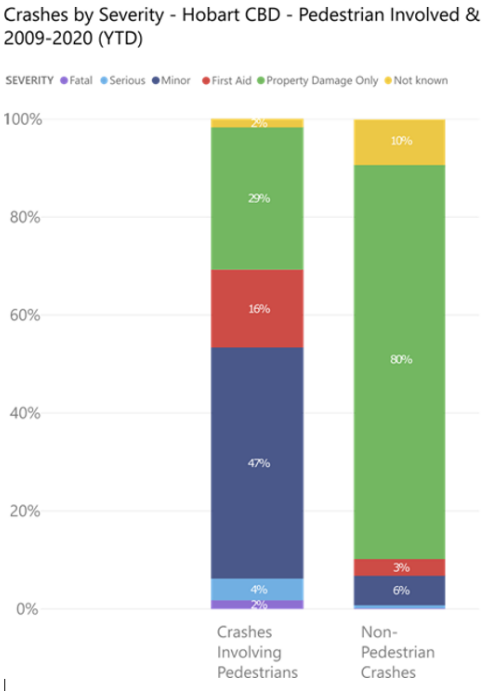


Figure 5 Hobart Central Business District - Crashes Involving Pedestrians and Non Pedestrian – Percentages by Severity 2009 to 2020

4.5. Documentation provided by the Road Safety Branch of the Tasmanian Department of State Growth in support of this report to Council included the Recommendations of the *Academic Expert Group 3rd Global Ministerial Conference on Road Safety (Stockholm February 2020)*. At Recommendation 8 of the Recommendations of the Expert Group:

'In a Safe System, roads and vehicles are designed to accommodate human errors without resulting in serious injury or death. Allowable vehicle speeds in a Safe System are a function of the level of safety provided by other parts of the system.'

And

*'Safe vehicle and road design features are especially critical in urban areas where vulnerable road users, including pedestrians, bicyclists and motorcyclists, are a constant part of the road user environment. The concentration of vulnerable road users in urban neighborhoods, together with the complexity of traffic patterns and the frequency of road user interactions, creates extraordinary crash and injury risk. In these dense urban areas, even the best road and vehicle design features are unable to adequately guarantee the safety of all road users when speeds are above the known safe level of **30 km/h**. A maximum speed limit of 30 km/h in urban areas is widely supported by researchers and safety experts to provide adequate protection for vulnerable road users.'*

4.6. According to the Tasmanian Department of State Growth *HIGHER SPEED, GREATER IMPACT Towards Zero Action Plan 2020-2024* Fact sheet, the risk of increased severity of injury and potential for death increases significantly with speed. Refer to Figure 6.

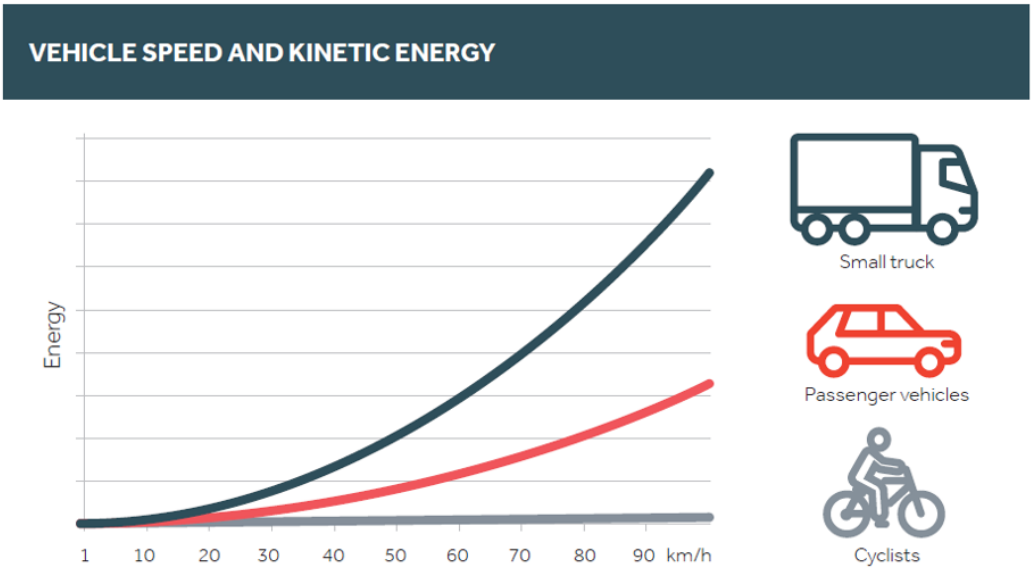


Figure 6 Extract Department of State Growth Fact Sheet HIGHER SPEED, GREATER IMPACT Towards Zero Action Plan 2020-2024

4.7. In consideration of typical travel time for 30km/hr, 40 km/hr and 50 km/hr refer to Figure 7.

Speed (km/h)	Speed (m/s)	Distance (m)	Time (s)	Distance (m)	Time (s)	Time (Minutes)
30	8.33	100	12	1000	120	2
40	11.11	100	9	1000	90	1.5
50	13.89	100	7.2	1000	72	1.2

Figure 7 Typical travel time for differing speeds over standard distance

4.8. The Transport Commission retains the authority to install and modify speed limit signage. This signage (along with traffic signals) can only be modified with the approval of the Transport Commission.

4.9. Before considering a speed limit change, the Transport Commission will request that a review be prepared by the road manager (in this case the City of Hobart) which the Transport Commission will then consider and make a decision.

4.10. The officer advice on a speed limit reduction to date is that the current road design and layout is not effective in mitigating driver speeds for the

centre environments of the Hobart Central Business District and Hobart's suburban Retails Centres, and that the speed limit reductions as recommended in Section 5.0 would deliver road safety benefits in the selected centre environment locations across the city in terms of speed limit consistency and coverage of highly pedestrianised areas across the city. This recommendation is in keeping with speed limit guidance in the Australian Standard - *Manual of uniform traffic control devices - Speed controls (AS1742.4)* for highly pedestrianised environments.

5. Proposal and Implementation.

5.1. In order to provide consistency in treatment and to provide greater safety to heavily pedestrian occupied streets, three CBD central spines of 30km/hour zone surrounded by 40km/hour zone is proposed. As shown in Attachment A, the specific speed environment in Hobart's Central Business District is proposed as:

- 30km/ hour on Elizabeth Street between Brisbane and Davey Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points)
- 30km/hour in both Collins and Liverpool Streets between Murray and Argyle)
- 40km/ hour on Melville and Bathurst Streets between Harrington and Campbell Streets
- 40km/hour on Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings)
- 40km/hour on Liverpool and Collins Streets between Harrington and Murray, and between Argyle and Campbell Streets.
- 40km/hour in Market Place.

As noted previously a number of streets within the CBD are already limited to 30km/hour.

5.2. It is further proposed, to seek a reduction in the speed limit to 40km/hour within a number of suburban retail precincts during the main trading periods. These retail precincts are outlined in Attachment B and include the following:

- 40 km/hour for Lenah Valley, Sandy Bay, New Town, North Hobart and South Hobart

5.3. Attachments A and B of this report are indicatively only. The scope and extent of the proposed speed limits reductions will be consulted with

Department of State Growth, the Royal Automobile Club of Tasmania (RACT) and stakeholders in the Retail Precincts.

5.4. The recommendations need to be supported by a report from the road owner that includes the following information regarding the characteristics of the road:

- Road function
- Road standard
- Road owner
- Roadside development
- Road alignment
- Road accesses / intersections
- Traffic volume
- Pedestrians
- Length
- Adjacent speed zones
- Proposed signage locations
- Crash history

5.5. In relation to signage types the following is recommended:

5.5.1. For the Hobart Central Business District, fixed speed limit signage in accordance with Attachment A.

5.5.2. For the Hobart Retail Precincts solar powered Variable Message Signs (VMS) limiting the time frames for the 40km/hour speed limit are indicatively proposed as follows:

- 7.00am until 7.00pm Monday to Thursday
- 7.00am until 10.00pm Friday to Sunday

In order to provide for safe retail and dining precincts, and for the Retail Precincts as community places. Sign locations will be determined as a result of further analysis.

This initiative is similar to the Variable Message Signage found around schools and in the Moonah retail area.

6. Strategic Planning and Policy Considerations

6.1. Matters of road safety are supported by Pillar 5, outcome 5.2 of the *Capital City Strategic Plan 2019-2029* as follows:

"5.2 Hobart has effective and environmentally sustainable transport systems.

5.2.4 Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution."

6.2. The desire to reduce speed limits is understandable given the function of the Hobart Central Business District and Retail Precinct areas identified at Attachments A and B as invested and highly utilised pedestrian environments.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. Nil for Financial Year 2019-2020.

7.1.2. Should Council decide to support the recommendation then the preparation of an appropriate supporting report would need to be undertaken including costings for the proposed signage changes. The cost of this would be cover within the existing operating budget and is estimated to be in the order of $30,000.

8. Legal, Risk and Legislative Considerations

8.1. Subject to Section 59 of the Traffic Act 1925, the City of Hobart has responsibility for the care control and management of local highways (such as the Hobart Central Business District and the Suburban Retail Precincts) under Section 21 and 30 of the Local Government (Highways) Act 1982.

8.2. The Transport Commission, pursuant to Section 59 of the Traffic Act 1925 has issued a direction to Tasmanian Highway Authorities (Transport Commission Direction – 2014/2) that requires those authorities to only install traffic signs and linemarking in compliance with the Australian Standard Manual of Uniform Traffic Control Devices, consider the AustRoads national guidelines, and to comply with Department of State Growth specifications and standard drawings.

8.3. The City of Hobart has a responsibility to consider and respond to issues raised by the community on our road network.

8.4. For matters raised concerning traffic signs that the City of Hobart has authority to alter / install, the risk to Council is managed by relying on professional advice about the suitability of a proposed change, and by installing signage that complies with the Transport Commission instruction issued under Section 59 of the Traffic Act 1925.

8.5. For matters raised concerning traffic signs that the City of Hobart does not have the authority to alter (regulatory speed limit signs, traffic signals and parking controls on State roads with a speed limit over 70 km/h), the risk to Council is managed by relying on professional advice and either referring the matter to the Department of State Growth with a request to make alterations, or advising that the City of Hobart does not support a change, but that the party making the

request may contact the Department of State Growth directly if they wish to pursue the matter.

9. Delegation

9.1. The responsibility for the approval of speed limits sits with the Transport Commissioner, within the Department of State Growth.

9.2. That the City of Hobart requests the Transport Commissioner to provide Variable Message Signage (VMS) for the Retail Precincts, and further discussion is held on VMS time frames.

9.3. As the road authority responsible for the management and maintenance of Hobart Central Business District and Retail Precincts Centre environments, the Council can request changes to speed limits on Council roads.

9.4. The Manager City Mobility and all positions to which that position reports have delegation to approve changes to signage and linemarking on those public streets for which the City of Hobart is the Highway Authority (except for speed limits, traffic signals and parking controls on State roads with a speed limit over 70 km/h).

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Louisa Carter
MANAGER CITY MOBILITY

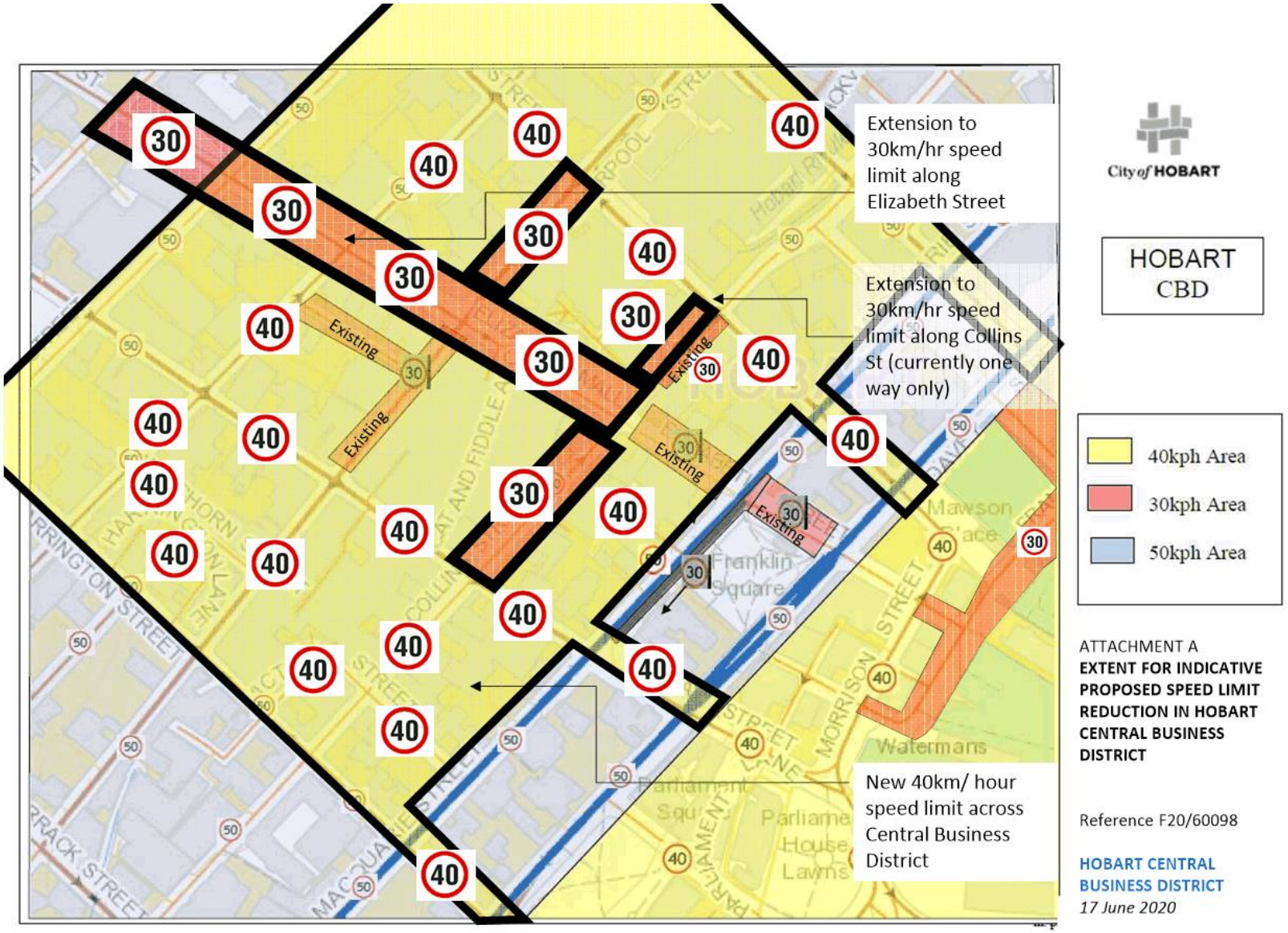
Neil Noye
DIRECTOR CITY PLANNING

Date: 19 June 2020
File Reference: F20/61264

Attachment A: Indicative Proposed Speed Limit Changes to Hobart Central Business District ⇩
Attachment B: Indicative Proposed Speed Limit Limit Changes to Hobart Retail Precincts ⇩

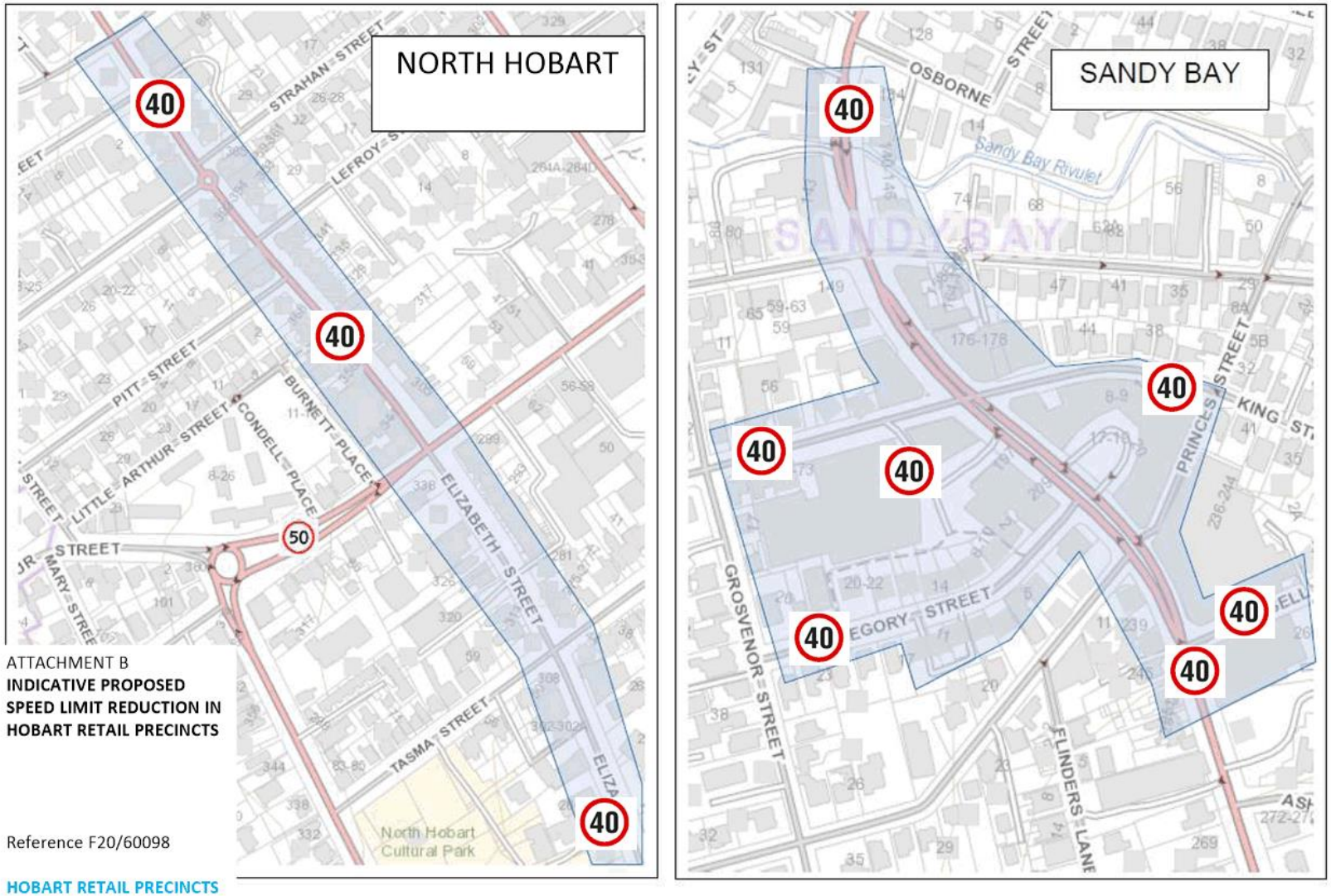
ATTACHMENT A
Reference F20/60098

INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT


Extension to 30km/hr speed limit along Elizabeth Street
Extension to 30km/hr speed limit along Collins St (currently one way only)
New 40km/ hour speed limit across Central Business District
Existing
City of HOBART
HOBART CBD
40kph Area
30kph Area
50kph Area
ATTACHMENT A
EXTENT FOR INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT
Reference F20/60098
HOBART CENTRAL BUSINESS DISTRICT
17 June 2020

ATTACHMENT B
Reference F20/60098

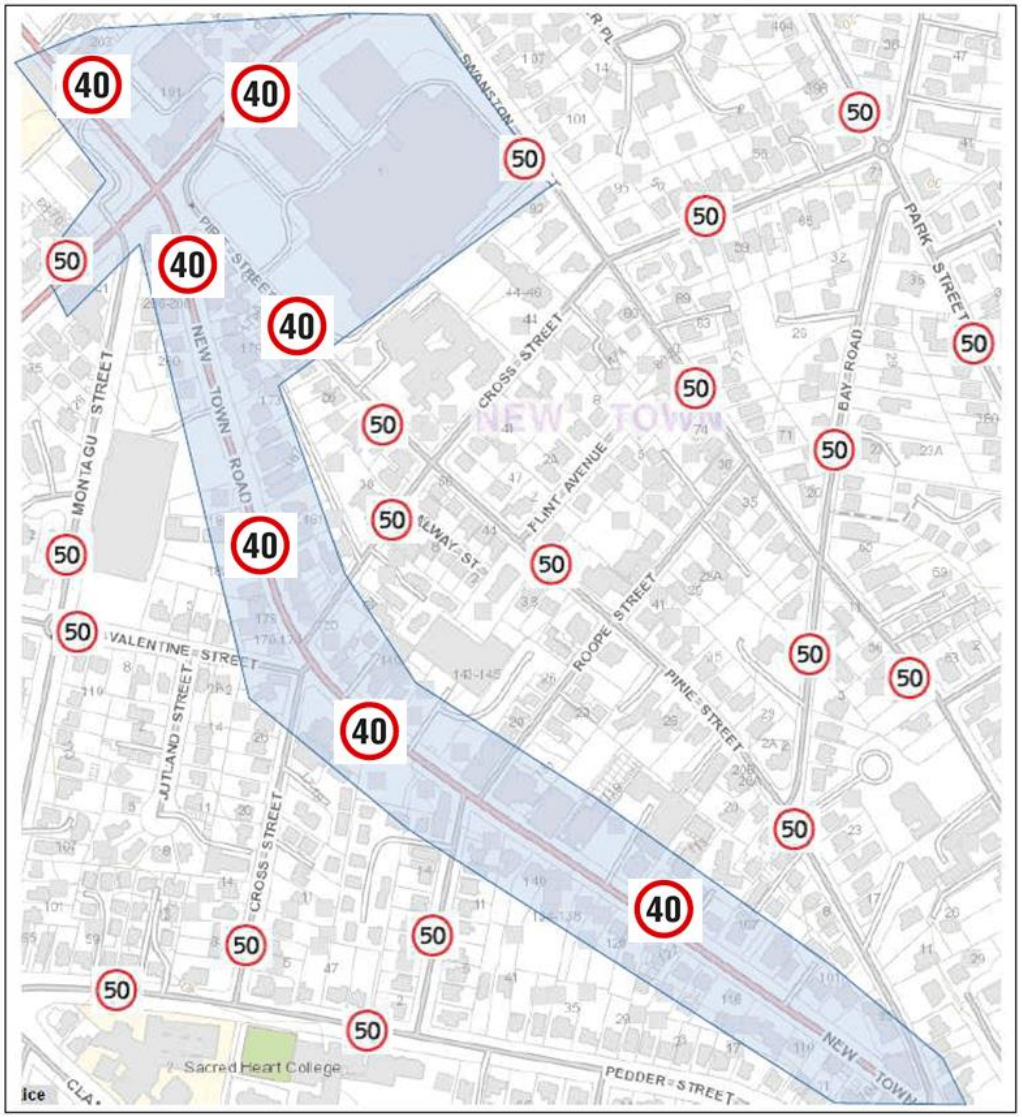
INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART RETAIL PRECINCTS



ATTACHMENT B
INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART RETAIL PRECINCTS

Reference F20/60098

HOBART RETAIL PRECINCTS
PROPOSED SPEED LIMITS
17 June 2020



NEW TOWN

Retail area

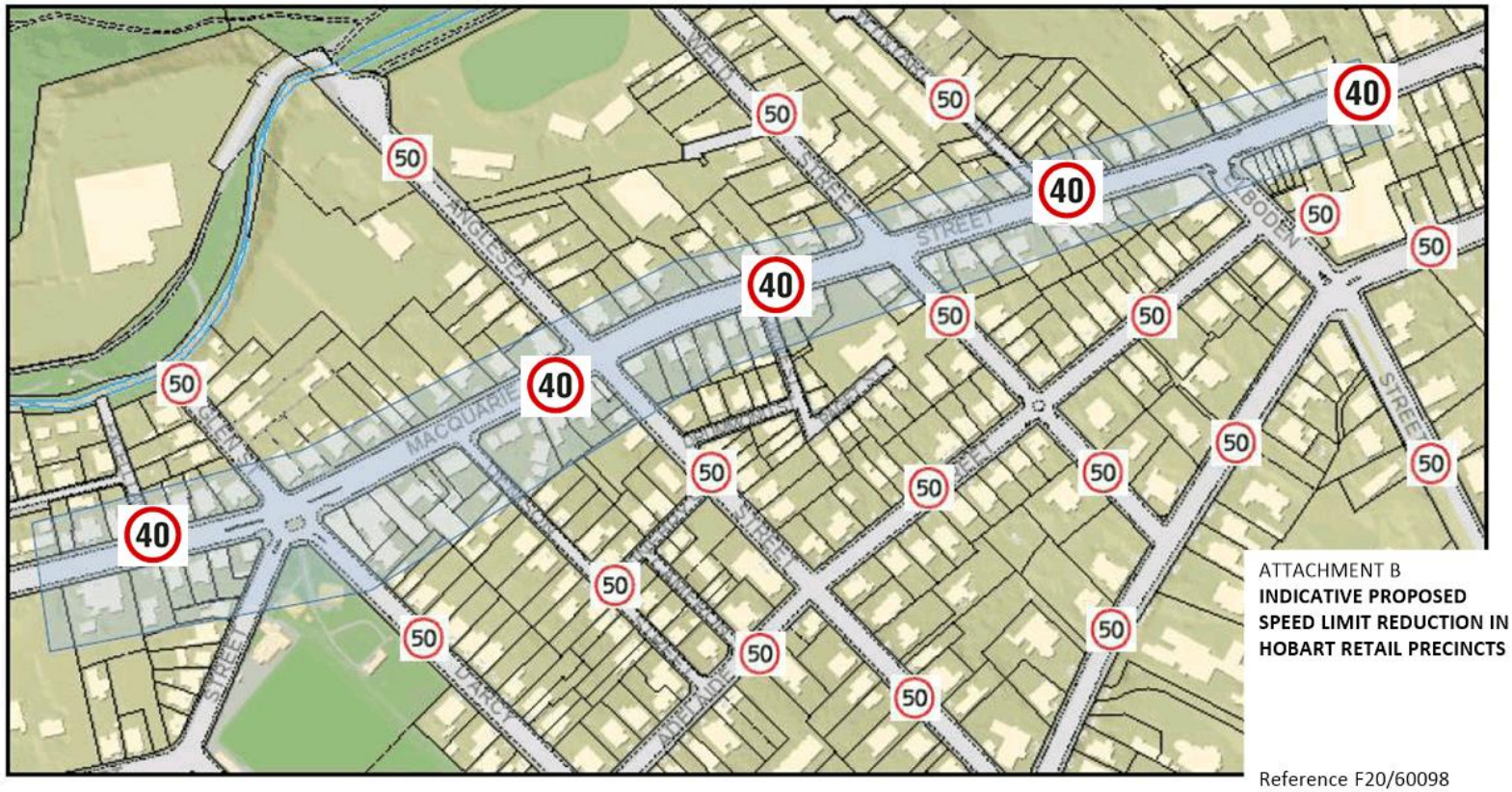
ATTACHMENT B
INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART RETAIL PRECINCTS

Reference F20/60098

1 **HOBART RETAIL PRECINCTS**
PROPOSED SPEED LIMITS
17 June 2020

SOUTH HOBART

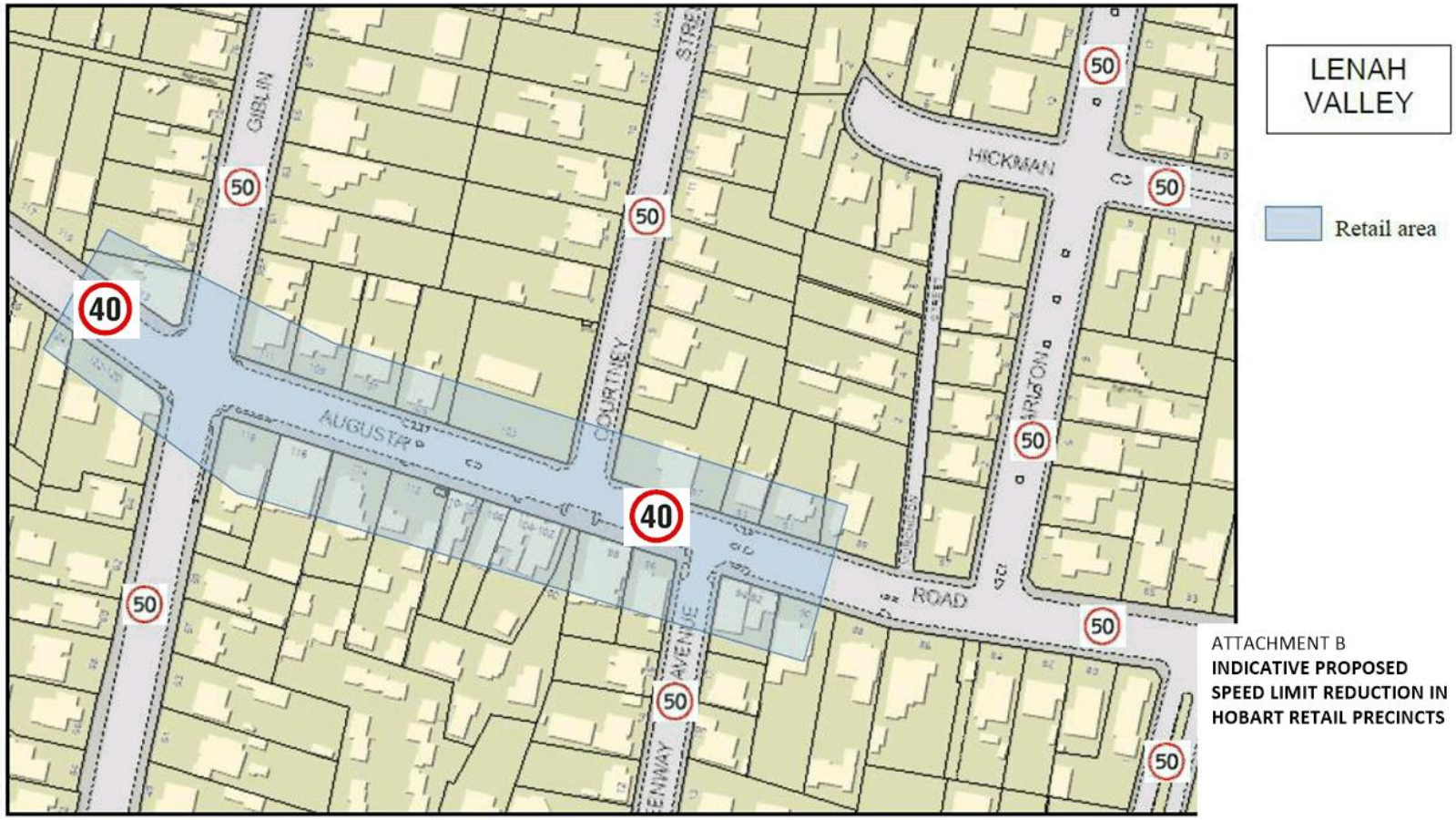
Retail area



ATTACHMENT B
INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART RETAIL PRECINCTS

Reference F20/60098

HOBART RETAIL PRECINCTS
PROPOSED SPEED LIMITS
17 June 2020



ATTACHMENT B
INDICATIVE PROPOSED SPEED LIMIT REDUCTION IN HOBART RETAIL PRECINCTS

Reference F20/60098

HOBART RETAIL PRECINCTS
PROPOSED SPEED LIMITS
17 June 2020

VOTING RECORD

AYES	NOES
Lord Mayor Reynolds	
Deputy Lord Mayor Burnet	
Zucco	
Briscoe	
Sexton	
Thomas	
Harvey	
Behrakis	
Dutta	
Ewin	
Sherlock	
Coats	

CITY INFRASTRUCTURE COMMITTEE

10. Request For Speed Limit Reduction in Hobart Central Business District and Retail Precincts
File Ref: F20/61264

Ref: Open CIC 6.2, 24/06/2020

That: 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:

a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 to 30km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).

b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 30km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).

c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/ hour.

d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.

e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50

km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)

f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/hour to 40km/hour.

2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:

a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour (Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street).

b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.

c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.

d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road, Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy Bay Road and King Street from 50km/hour to 40km/ hour.

e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.

HARVEY
SHERLOCK — That the recommendation be adopted.

AMENDMENT

THOMAS
BRISCOE

That 30km/hour be changed to 40km/hour in clause 1 a) and b)

AMENDMENT CARRIED

VOTING RECORD

AYES	NOES
Lord Mayor Reynolds	Ewin
Deputy Lord Mayor Burnet	Coats
Zucco	
Briscoe	
Sexton	
Thomas	
Harvey	
Behrakis	
Dutta	
Sherlock	

SUBSTANTIVE MOTION
CARRIED

VOTING RECORD

AYES	NOES
Lord Mayor Reynolds	Zucco
Deputy Lord Mayor Burnet	Behrakis
Briscoe	Coats
Sexton	
Thomas	
Harvey	
Dutta	
Ewin	
Sherlock	

COUNCIL RESOLUTION:

That: 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:

a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).

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c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/ hour.

d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.

e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)

f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/hour to 40km/hour.

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c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.

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e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.

ATTACHMENT 2 – Hobart CBD Crash data

City of Hobart
Hobart Council Centre
16 Elizabeth Street
HOBART TAS 7000

T 03 6238 2711
F 03 6234 7109
E coh@hobartcity.com.au
W hobartcity.com.au

HOBART CBD CRASHES – 2015-2020

1190 crashes were recorded in the Hobart CBD area in the period 2015-2020 (to 30 June).

Of these 1190, 833 (70%) occurred in on-road locations. The remaining 357 (30%) occurred in off-road locations – typically car parks (Centrepoint and Argyle car parks account of 2/3rds of all off road crashes).

The location of crashes over the 5 year period is as per the map below. Green=on-road, red=off-road. The extent of selected crashes is as per the *Indicative Proposed Speed Limit Changes to Hobart Central Business District* provided as Attachment A to the City of Hobart City Infrastructure Committee Meeting of Wednesday, 24 June 2020.

With the 357 off-road crashes excluded, the distribution of the 833 on-road CBD-area crashes by year and severity is as per the table below.

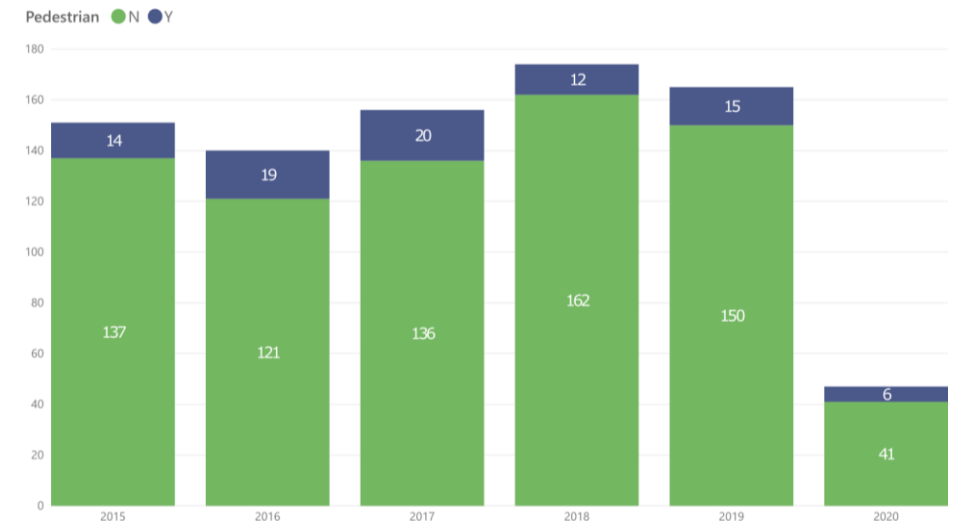
Year	Fatal	First Aid	Minor	Not known	Property Damage Only	Serious	**Total**
2015		11	10	1	127	2	**151**
2016	1	10	18		110	1	**140**
2017		11	14		130	1	**156**
2018		8	8	1	155	2	**174**
2019	2	5	19		137	2	**165**
2020		1	5		41		**47**
Total	**3**	**46**	**74**	**2**	**700**	**8**	**833**

HOBART CBD CRASHES – 2015-2020

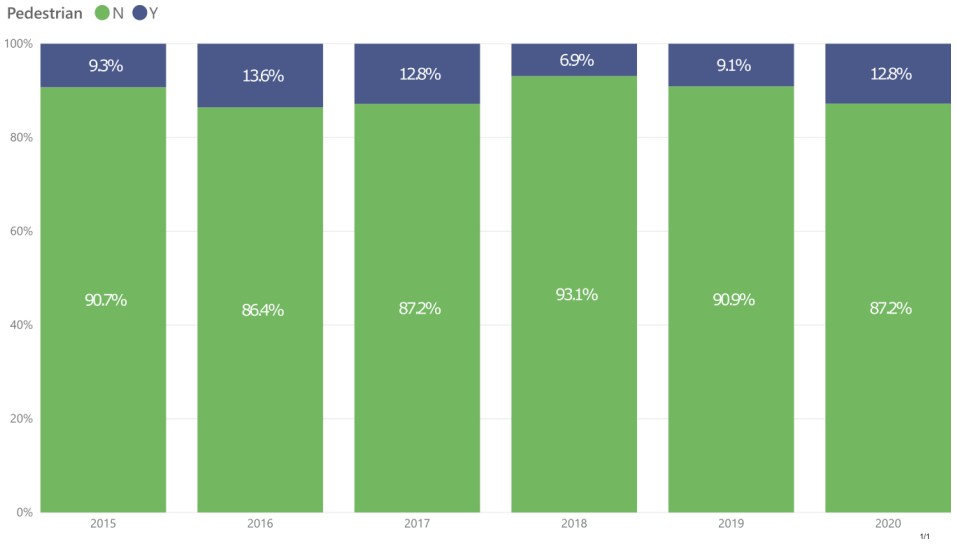
Further refining the table to only pedestrian-involved results in the below annual severity counts.

Year	Fatal	First Aid	Minor	Property Damage Only	Serious	**Total**
2015		4	5	3	2	**14**
2016	1	3	7	7	1	**19**
2017		6	9	4	1	**20**
2018		2	5	4	1	**12**
2019	2	1	9	2	1	**15**
2020		1	3	2		**6**
Total	**3**	**17**	**38**	**22**	**6**	**86**

Annual counts for both non-pedestrian and pedestrian-involved crashes are as below.



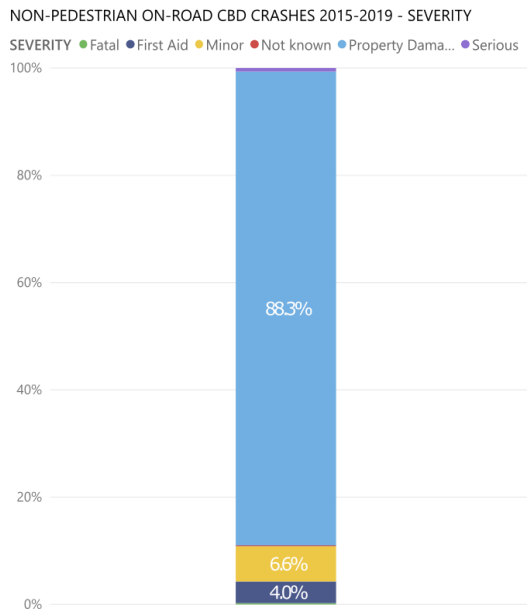
While, on average, pedestrian-involved crashes account for approximately 10 per cent of on-road crashes in the Hobart CBD area they account of 80 per cent of serious casualties. The annual percentage split non-pedestrian/pedestrian are as below.

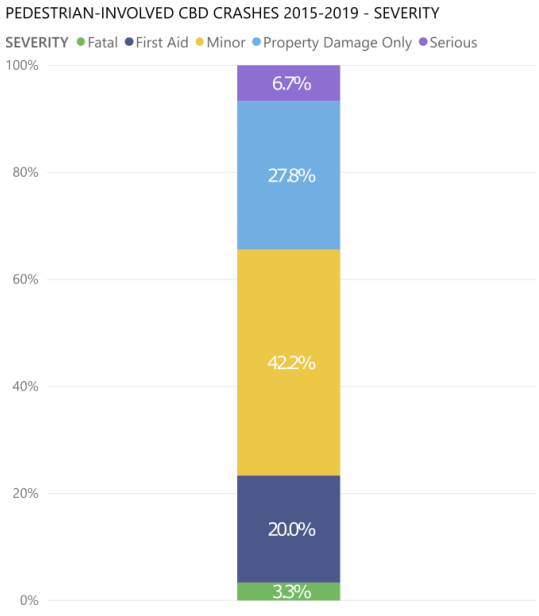


HOBART CBD CRASHES – 2015-2020

The vast majority (90%) of non-pedestrian-involved crashes in the Hobart CBD result in property damage only.

The severity percentage split for pedestrian-involved crashes sees only a quarter of crashes resulting in property damage only. The remaining two-thirds result in some form of casualty with a little over 10 per cent of crashes involving pedestrians resulting in a serious casualty (i.e. fatality or serious injury).

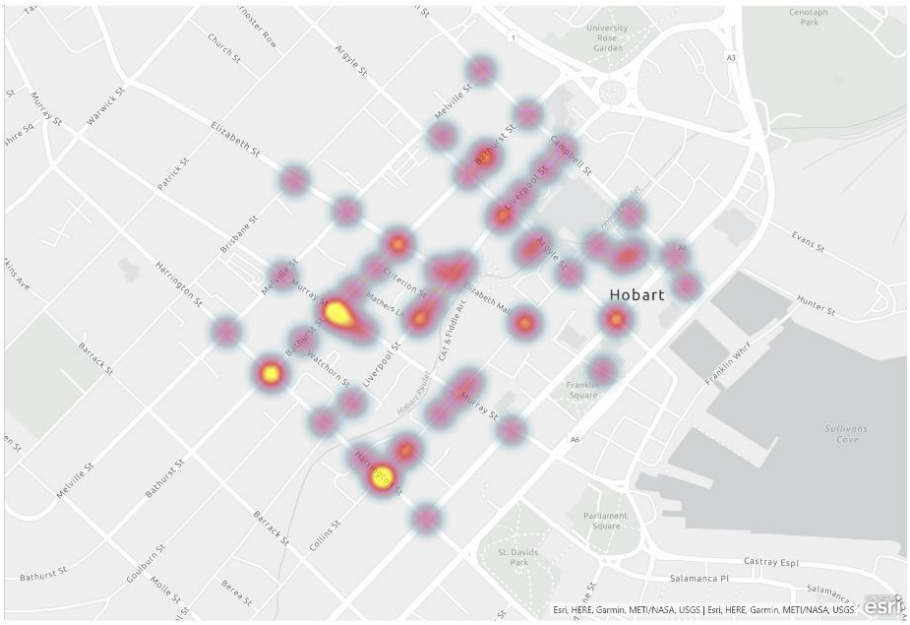




The 833 on-road crashes are widely dispersed throughout the Hobart CBD. Sections of Murray St, Liverpool St, Collins St and Argyle St, as well as the intersections of Argyle/Bathurst and Campbell/Bathurst are prominent.

HOBART CBD CRASHES – 2015-2020

With all non-pedestrian-involved crashes filtered out, the heat map below indicates that pedestrian-involved crashes are fairly widely dispersed throughout the Hobart CBD. There are a number of 'hot spots' evident including the intersections of Harrington/Bathurst, Murray/Bathurst and Harrington/Collins



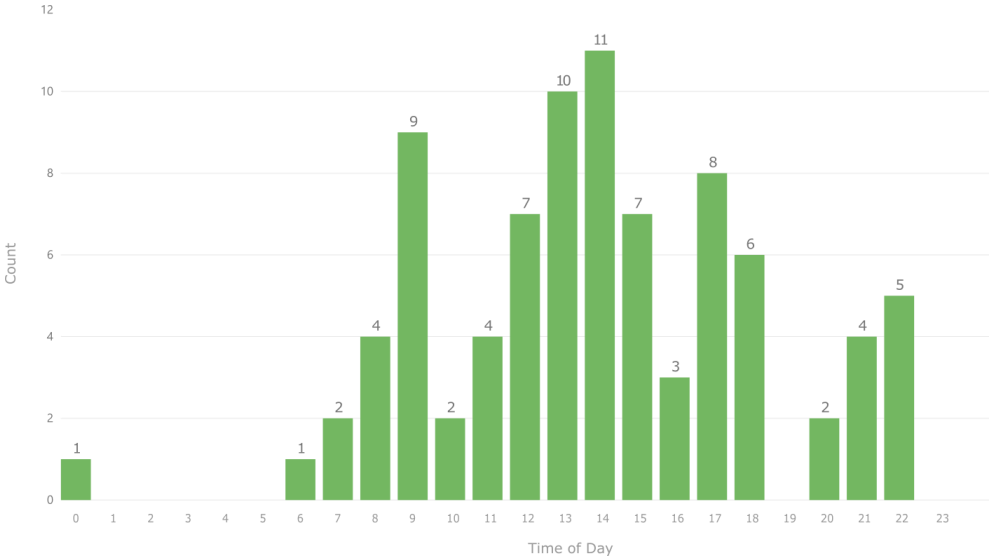
Of the 90 CBD-area pedestrian-involved crashes, 53 (62%) occurred at signalised intersections. Typically thee situations involved a pedestrian crossing legally on the green man being struck by a turning vehicle, usually at low speed. The majority of these crashes resulted in injuries to the pedestrian. Crashes of this type resulted in 2 of the 3 pedestrian fatalities and 4 of the 6 serious injuries.

A further 9 (10%) involved a pedestrian being hit by a reversing vehicle, typically where a pedestrian waiting to cross a road behind a parked car is hit when that vehicle reverses to manoeuvre into traffic.

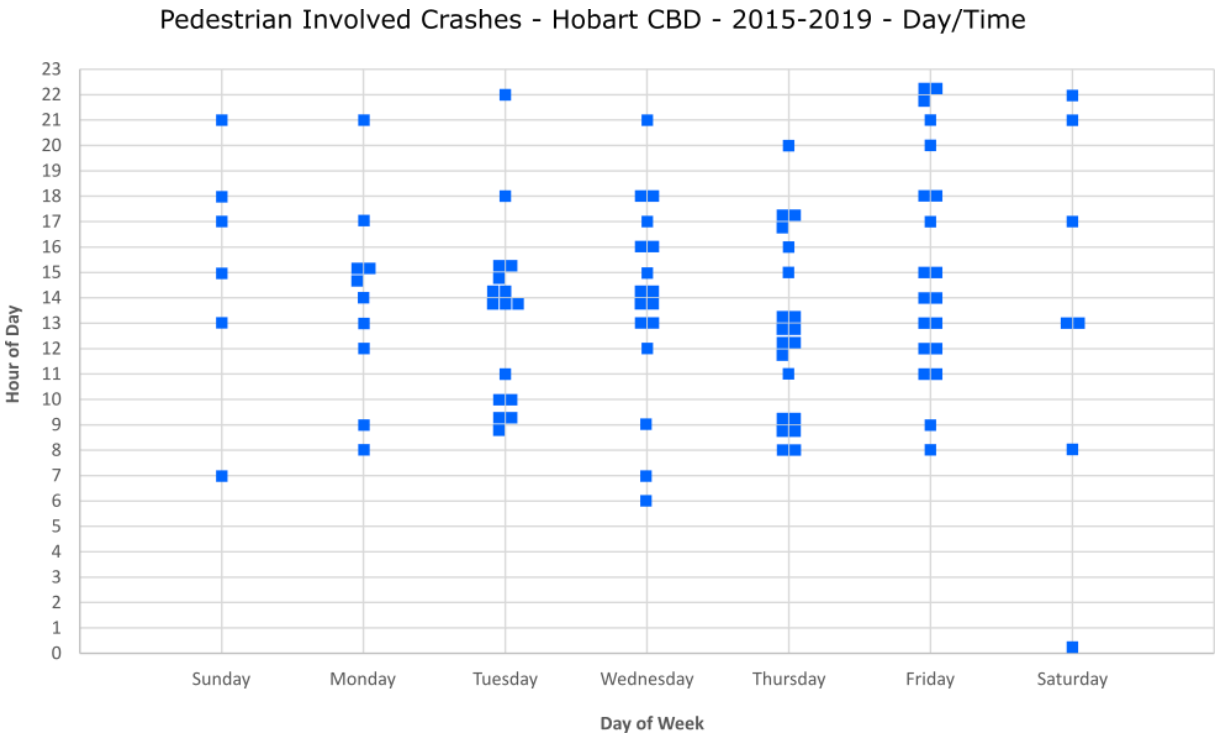
Summary	Fatal	First Aid	Minor	Property Damage Only	Serious	Total
Ped hit by vehicle at signals	2	10	29	8	4	**53**
Ped hit by reversing vehicle		2	4	3		**9**
Ped walked in front of vehicle		2	1	5	1	**9**
Ped hit by passing vehicle		2		2		**4**
Ped hit by turning vehicle	1		2			**3**
Ped crossed in front of vehicle			1	1		**2**
Ped hit by Vehicle				1	1	**2**
Ped hit by maneuvring vehicle				1		**1**
Ped hit by out of control vehicle		1				**1**
Ped hit by vehicle exiting car park				1		**1**
Ped hit by vehicle exiting driveway			1			**1**
Total	**3**	**17**	**38**	**22**	**6**	**86**

HOBART CBD CRASHES – 2015-2020

The majority of pedestrian-involved crashes occurred in daylight hours with the peak in the early-PM.



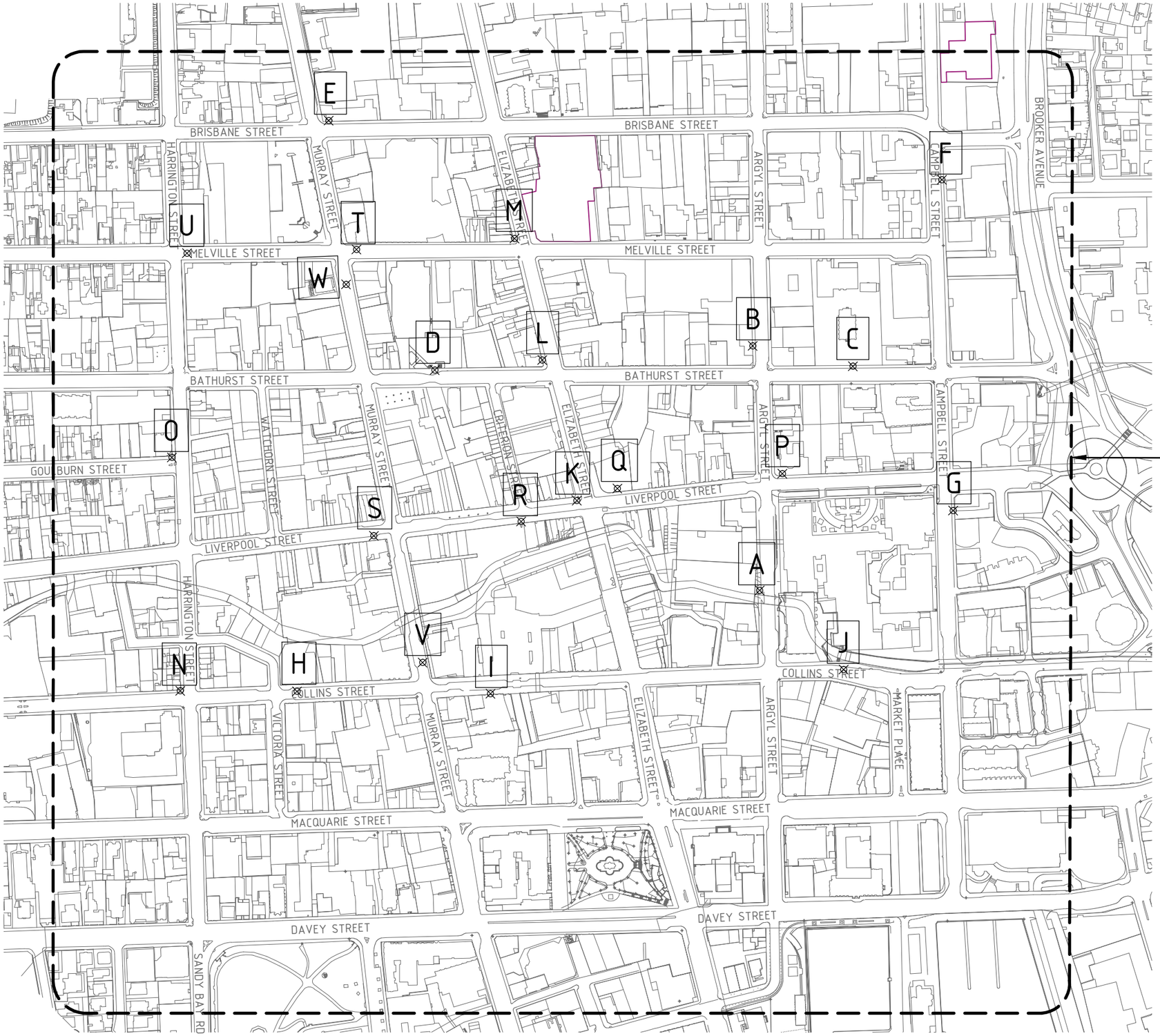
Pedestrian-involved crashes were also relatively evenly distributed across the days of the week. Some clustering is evident in the middle the day and week with fewer pedestrian-involved crashes on the weekends.



ATTACHMENT 3 – Street characteristics, traffic volumes and speed data

City of Hobart
Hobart Council Centre
16 Elizabeth Street
HOBART TAS 7000

T 03 6238 2711
F 03 6234 7109
E coh@hobartcity.com.au
W hobartcity.com.au



OBSERVED SPEED & TRAFFIC VOLUME LOCATION

Scale 1:4000

REV.	DESCRIPTION	DATE
A	FOR APPROVAL	23/09/2020

City of HOBART
HOBART COUNCIL CENTRE
16 ELIZABETH STREET
GPO BOX 503
T: (03) 6238 2711
F: (03) 6234 9757
E: hcc@hobartcity.com.au
www.hobartcity.com.au

PROJECT DESCRIPTION	CBD Speed Limit Reduction Signage
DRAWING TITLE	OBSERVED SPEED AND TRAFFIC VOLUME LOCATION
CLIENT	CITY MOBILITY
DRAWN	JSR
CHECKED	_
DATE	23/09/2020
SCALE	1:4000
RFS NUMBER	RFS20-0050
SHEET SIZE	A3
FILE LOCATION	CBD Speed Limit Reduction Signage.dwg
SHEET NUMBER	909
REVISION	A

Road Characteristics by Block Segment

Attachment 3

Proposed Hobart CBD Streets for 40 km/h posted speed limit

"North-South" Streets

Street	Between	And	Function	Standard	Owner	Roadside Development	Alignment	Intersections	Driveway Access	Length	Direction	Different Speed Limit applies
Harrington												
	Melville	Bathurst	Collector	Fully Constructed	CoH	100%	Straight, Flat		7	116	One way	
	Bathurst	Liverpool	Collector	Fully Constructed	CoH	100%	Straight, Inclined		10	162	One way	
	Liverpool	Collins	Collector	Fully Constructed	CoH	100%	Straight, Flat	Victoria St	3	139	One way	
	Collins	Macquarie	Collector	Fully Constructed	CoH	100%	Straight, Inclined		4	120	One way	
	Macquarie	Davey	Collector	Fully Constructed	CoH	100%	Straight, Inclined		5	96	One way	
										633		
Harrington lane												
	Harrington	Harrington	Local Access	Fully Constructed	CoH	100%	Straight, Flat, Corners		17	157	Two way	
Victoria	Dead end	Harrington	Local Access	Fully Constructed	CoH	100%	Curved, Flat		8	100	Two way	
	Harrington	Collins	Local Access	Fully Constructed	CoH	100%	Curved, Flat	Off street car park	5	105	One way	
	Collins	Macquarie	Local Access	Fully Constructed	CoH	100%	Straight, Inclined		4	106	One way	
										311		
Watchorn												
	Liverpool	Bathurst	Local Access	Fully Constructed	CoH	100%	Straight, Inclined		11	145	One way	
Murray												
	Melville	Bathurst	Collector	Fully Constructed	CoH	100%	Straight, Flat		5	115	One way	
	Bathurst	Liverpool	Collector	Fully Constructed	CoH	100%	Straight, Inclined		5	144	One way	
	Liverpool	Collins	Collector	Fully Constructed	CoH	100%	Straight, Flat		3	152	One way	
	Collins	Macquarie	Collector	Fully Constructed	CoH	100%	Straight, Inclined		2	118	One way	
	Macquarie	Davey	Collector	Fully Constructed	CoH	100%	Straight, Flat		1	101	One way	
										630		
Criterion												
	Liverpool	Bathurst	Local Access	Fully Constructed	CoH	100%	Straight, Inclined		4	123	One way	**30kmh**
Trafalgar Pl												
	Dead end	Macquarie	Local Access	Fully Constructed	CoH	100%	Straight, Flat, Corners	Off street car park	9	130	Two way	
Elizabeth												
	Brisbane	Melville	Local Access	Fully Constructed	CoH	100%	Straight, Inclined		2	117	Two way	
	Melville	Bathurst	Local Access	Fully Constructed	CoH	100%	Straight, Flat		0	120	Two way	
	Bathurst	Liverpool	Local Access	Fully Constructed	CoH	100%	Straight, Flat		0	129	Two way	
	Liverpool	Collins	Pedestrian mall	Fully Constructed	CoH	100%	Straight, Flat		0	166	Two way	**Pedestrian Mall**
	Collins	Macquarie	Bus Interchange	Fully Constructed	CoH	100%	Straight, Flat	Lords Pl	0	128	Two way	**30kmh**
	Macquarie	Davey	Bus Interchange	Fully Constructed	CoH	100%	Straight, Inclined		1	92	Two way	**30kmh**
										752		
Argyle												
	Melville	Bathurst	Collector	Fully Constructed	CoH	100%	Straight, Flat		6	116	One way	
	Bathurst	Liverpool	Collector	Fully Constructed	CoH	100%	Straight, Inclined	Off street car park	4	104	One way	
	Liverpool	Collins	Collector	Fully Constructed	CoH	100%	Straight, Flat	Off street car park	10	177	One way	
	Collins	Macquarie	Collector	Fully Constructed	CoH	100%	Straight, Flat		10	127	One way	
	Macquarie	Davey	Collector	Fully Constructed	CoH	100%	Straight, Inclined		0	90	One way	
										614		
Market Place												
	Collins	Macquarie	Local Access	Fully Constructed	CoH	100%	Straight, Inclined	Off street car park	4	120	Two way	
Campbell												
	Melville	Bathurst	Collector	Fully Constructed	CoH	100%	Straight, Flat		2	114	One way	
	Bathurst	Liverpool	Collector	Fully Constructed	CoH	100%	Straight, Inclined		2	100	One way	
	Liverpool	Collins	Collector	Fully Constructed	CoH	100%	Straight, Flat	Sackville St	5	177	One way	
	Collins	Macquarie	Collector	Fully Constructed	CoH	100%	Straight, Flat	Creswells Row	1	121	One way	
	Macquarie	Davey	Collector	Fully Constructed	CoH	100%	Straight, Flat		0	90	One way	
										602		

Attachment 3

Observed Speed and Traffic Volume								
						Data Collected July & September 2020		
						Measured		
Map Position	**Street**	**Between**	**And**	**Direction Travelled**	**Posted Speed Limit**	**85th Percentile Speed**	Average Speed	**Max Weekday Vehicle count**
1	Argyle Street	Collins Street	Liverpool Street		50	42	33.8	16524
2	Argyle Street	Bathurst Street	Melville Street		50	50	41.8	9500
3	Bathurst Street	Argyle Street	Campbell Street		50	43	35.8	4976
4	Bathurst Street	Murray Street	Elizabeth Street		50	43	36	9928
5	Brisbane Street	Murray Street	Elizabeth Street		50	46	38.7	3859
6	Collins Street	Victoria Street	Murray Street	West	50	42	34.7	1458
				East	50	39	32.9	3485
7	Campbell Street	Brisbane Street	Melville Street		50	49	42	9171
8	Campbell Street	Liverpool Street	Collins Street		50	46	39.4	8317
9	Collins Street	Argyle Street	Campbell Street	West	50	38	33.1	2222
				East	50	43	35.4	1874
10	Collins Street	Murray Street	Elizabeth Street		50	34	26.7	4020
11	Elizabeth Street	Bathurst Street	Melville Street	South	50	41	33.6	2688
				North	50	43	35.7	3071
12	Elizabeth Street	Melville Street	Brisbane Street	South	50	39	32.7	2872
				North	50	43	35.5	3506
13	Elizabeth Street	Liverpool Street	Bathurst Street	South	50	38	31.7	1668
				North	50	39	32.8	3798
14	Harrington Street	Collins Street	Liverpool Street		50	45	37.4	9476
15	Harrington Street	Goulburn Street	Bathurst Street		50	46	39.3	8212
16	Liverpool Street	Argyle Street	Camnpell Street		50	42	34.9	4837
17	Liverpool Street	Murray Street	Harrington Street		50	46	37.8	6164
18	Liverpool Street	Argyle Street	Elizabeth Street		50	39	31.6	3596
19	Liverpool Street	Elizabeth Street	Murray Street		30	37	29.4	7776
20	Melville Street	Murray Street	Elizabeth Street	West	50	44	35.2	1879
				East	50	42	36	2575
21	Melville Street	Harrington Street	Murray Street	West	50	44	37.5	1055
				East	50	46	39	2295
22	Murray Street	Liverpool Street	Collins Street		50	39	31.4	5391
23	Murray Street	Melville Street	Bathurst Street		50	44	36.6	9657

ATTACHMENT 4 – Pedestrian Counts

City of Hobart
Hobart Council Centre
16 Elizabeth Street
HOBART TAS 7000

T 03 6238 2711
F 03 6234 7109
E coh@hobartcity.com.au
W hobartcity.com.au

Attachment 4

2010 pedestrian traffic

Summer weekday 8am-6pm. Tuesday 2nd March. Weather: Mild 22C

2016 pedestrian traffic

Summer weekday 8am-6pm. Wednesday 16th March. Weather: Cool, windy 20C

ATTACHMENT 5 – Traffic Modelling (GHD report)

City of Hobart
Hobart Council Centre
16 Elizabeth Street
HOBART TAS 7000

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City of Hobart

Hobart CBD Safe Speed Limits
Traffic Modelling Report

October 2020

Table of contents

Table index

Figure index

Appendices

This report has been prepared by GHD for City of Hobart and may only be used and relied on by City of Hobart for the purpose agreed between GHD and the City of Hobart as set out in this report.

GHD otherwise disclaims responsibility to any person other than City of Hobart arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

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The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

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Executive Summary

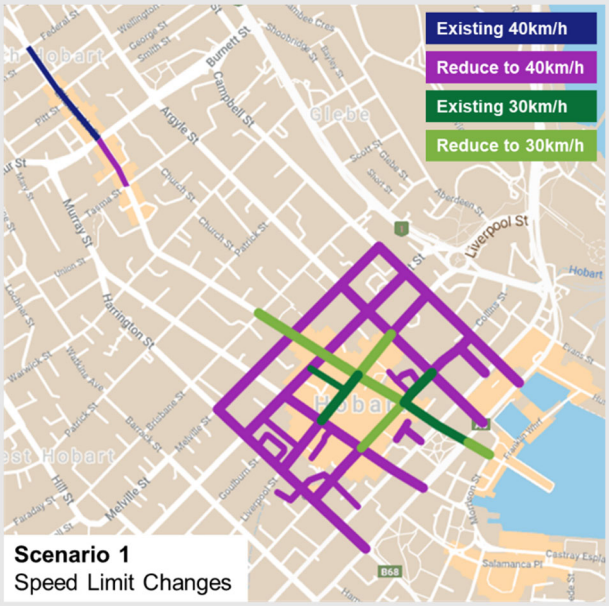
This report reveals that Safe Speed Limits result in fewer crashes occurring and an overall reduced crash severity outcome, especially for vulnerable road users. In summary, the traffic modelling results predicted that no appreciable difference in travel time and congestion would result from the reduced speed limit proposed within the Hobart CBD.

The Department of State Growth listed *Reduce speed limits in high activity areas with numerous road user types to 40 km/h* as an initiative in the Towards Zero - Tasmanian Road Safety Strategy 2017-2026 Discussion Paper. City of Hobart (the Council) has resolved to request the Transport Commission to reduce the posted speed limit within the Hobart CBD and suburban retail precincts from the existing 50 km/h to 40 km/h. An additional proposal to reduce very high pedestrian and public transport streets to 30 km/h may also be considered in the future, following the completion of work associated with the Hobart Transport Network Operating Plan.

GHD was engaged by the Council to undertake traffic modelling of the Hobart CBD with the objective of understanding the effects of the proposed speed limit reduction and potential changes to traffic routes based on the reduced speed limits.

The proposed changes to the posted speed limits are within the Hobart CBD. Two scenarios were assessed as part of the study as presented below.

Proposed Speed Limit Changes



Analysis using Hobart AIMSUN mesoscopic model based on 2016 and 2019 traffic volumes.

Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/h to 30 km/h.

Elizabeth St between Melville to Brisbane Street from 50 km/h to 30 km/h.

Collins and Liverpool Streets between Murray and Argyle Streets from 50 km/h to 30 km/h.

Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/h to 40 km/h.

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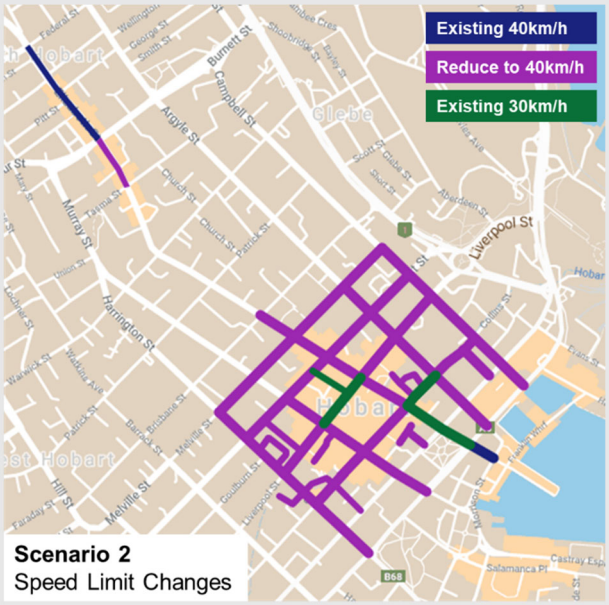
Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/h to 40 km/h.



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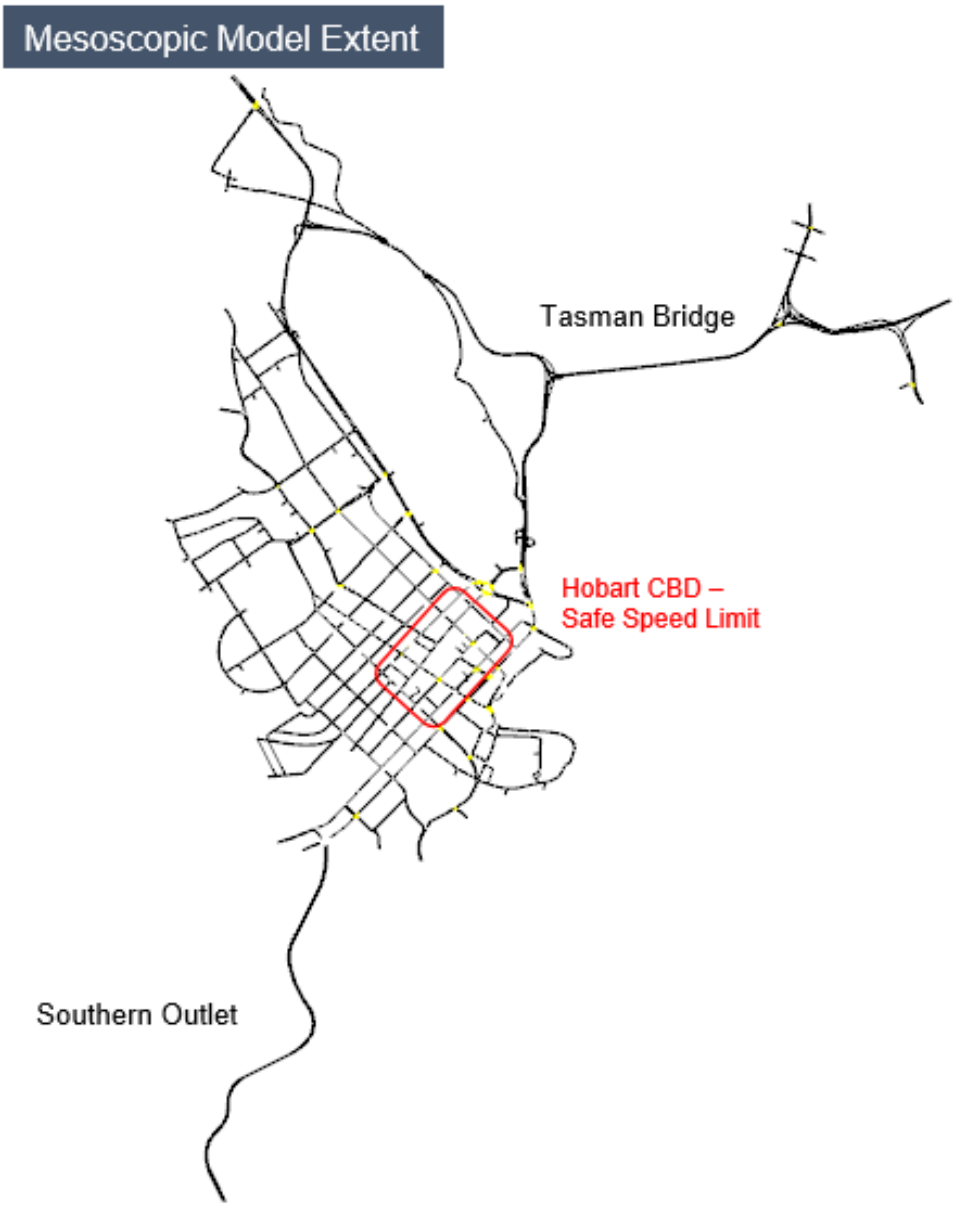
Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/h to 40 km/h.

The Hobart Mesoscopic Model was used to assess the impacts of the speed limit reduction on the vehicle operation in 2016 and 2019 (with traffic volumes factored from 2016 to present the pre-COVID conditions). The Hobart Mesoscopic Model area is shown in the image overleaf with the extents of the Core Area (Hobart CBD) highlighted in red. The Core Area includes the road network with the proposed speed limit changes.

The results of the modelling revealed that:

- The average vehicle speed would drop by up to 1 km/h over the model study area within Hobart City.
- The modelled speed reduction within the Hobart CBD is up to 4 km/h which is much lower than the proposed reduction in posted speed limit within the same area. In other words, the proposed reduction in speed limit within central Hobart would have relatively marginal impact to the overall vehicle speeds. This is evident in both 2016 and 2019 traffic conditions.



In summary, the traffic modelling results predicted that no appreciable difference in travel time and congestion would result from the reduced speed limit proposed within the Hobart CBD.

The crash reduction analysis also revealed that the total crashes within the Hobart CBD would reduce by 15% if a lower speed limit were implemented, or a total reduction of more than 125 crashes over 5 years. This would include a reduction of fatal and serious injury crashes by two and a reduction of 13 crashes involving pedestrians over 5 years..

Research of the relevant studies further suggest that applying *Safe Speed Limits* within Hobart City would likely result in other benefits:

- Lead to a reduced impact speed which brings about considerable reductions in road trauma, as a result of significant reduction in crash severity. Less than 25% of pedestrians would sustain a serious or fatal injury when struck by a vehicle travelling at 40 km/h, compared with severity rates over 45% at 50 km/h.
- Improve a driver's ability to stop and avoid crashes, especially in areas of high pedestrian activity.

- Lead to higher road user awareness: above 85% of all road users are more aware of lower speed environment once posted.
- Support placemaking e.g. consequent enhancement of active transport and reducing the reliance on cars.
- Improved safety for both pedestrians and cyclists.
- Reduced fuel and vehicle operating costs and associated emissions and noise.

1. Introduction

1.1 Background and Project Objective

Vehicle speed is a major factor in pedestrian injuries and fatalities, especially in areas that have a high number of pedestrians. Speed limits of 40 km/h or lower, or *Safe Speed Limits*, improve a driver's ability to stop and avoid crashes, especially in areas of high pedestrian activity. Where crashes do occur they are less severe when there is a lower speed environment, especially for children and the elderly (see Figure 1-1).

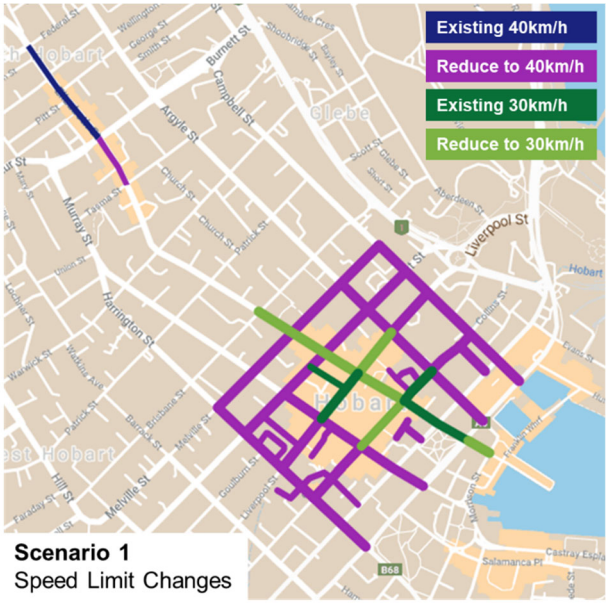
Source: TfNSW, Centre for Road Safety

Figure 1-1 Safe speed limits

The Department of State Growth listed *Reduce speed limits in high activity areas with numerous road user types to 40 km/h* as an initiative in the Towards Zero - Tasmanian Road Safety Strategy 2017-2026 Discussion Paper.

City of Hobart (the Council) has resolved to request he Transport Commission to reduce the posted speed limit within the Hobart CBD and suburban retail precincts from the existing 50 km/h to 40 km/h. An additional proposal to reduce very high pedestrian and public transport streets to 30 km/h may also be considered in the future, following the completion of work associated with the Hobart Transport Network Operating Plan.

The proposed changes to the posted speed limits are within the Hobart CBD ('Core Area') of Hobart City. Two scenarios were assessed as part of the study, as presented in Figure 1-2 and Figure 1-3. Notably, Scenario 1 would reduce the post speed limit on Elizabeth Street from 50 km/h to 30 km/h and the remaining area reducing from 50 km/h to 40 km/h. Scenario 2 proposes to reduce the speed limit within the Core Area from 50 km/h to 40 km/h, except for the area with an existing 30 km/h speed limit.



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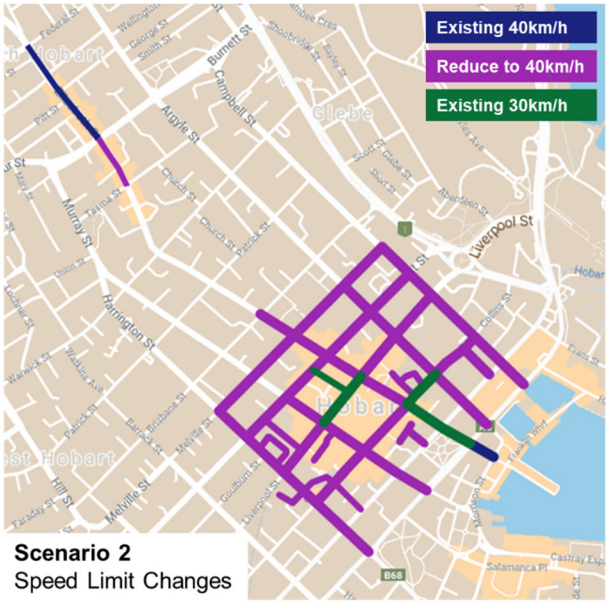
Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/h to 40 km/h.

Figure 1-2 Scenario 1, Speed Limit Changes



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Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/h to 40 km/h.

Figure 1-3 Scenario 2, Speed Limit Changes

In addition, road crash data within the Core Area is to be analysed, with an investigation into the potential crash reduction factors after reducing the speed limit.

1.2 An appreciation of current Safe Speed Zones in Australia and New Zealand

1.2.1 40 km/h high pedestrian activity zone

The 40 km/h urban limit is part of an Australian nationwide strategy to improve safety in high pedestrian traffic areas, such as busy CBD zones and small suburban shopping strips. The 40 km/h limits are also marked on signs to show local traffic zones and road work zones. 40 km/h high pedestrian activity zones are currently in place in Australia, at:

- Central Business District (CBD) areas and suburban shopping strips.
- Areas where land-use or facilities generate significant pedestrian traffic (e.g. beach-side/park-side reserves).
- Business areas generating significant pedestrian traffic such as medical centres, hospitals, school and university campuses and government service agencies.

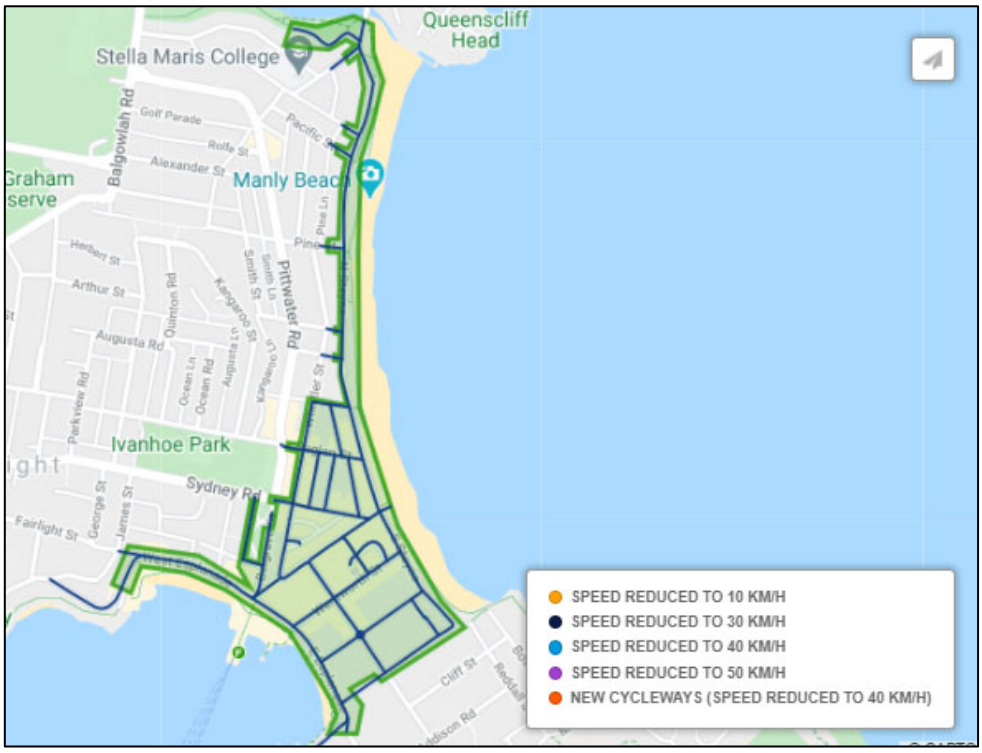
Source: Roads and Traffic Authority, NSW

Figure 1-4 40 km/h post speed limit

1.2.2 30 km/h Zones in Sydney, Australia (CBD or Town Centre)

Within Sydney CBD, Druitt Street next to Town Hall Station is a street with a 30 km/h speed limit.

Since June 2020, the existing 50 km/h and 40 km/h speed limits within Manly were also reduced to 30 km/h, as Transport for NSW works to transform Sydney's streets through active transport measures. The school zones within the Manly area will also be reduced from 40 km/h to 30 km/h. The scope of the changes are presented in Figure 1-5.



Source: TfNSW

Figure 1-5 30km/h speed zone in Manly NSW

1.2.3 20, 30, 40 km/h speed limit changes in City of Melbourne, Australia (CBD or Town Centre)

There have been extensive changes to speed limit introduced across Melbourne's central city roads during 2020 (City of Melbourne, 2020). The speed limit reductions are designed to prioritise the safety of people walking, riding bikes and driving vehicles. Generally, speed limits are 20 km/h on little streets (Figure 1-6) and 40 km/h in most other locations.

Source: Little Streets (City of Melbourne, 2020)

Figure 1-6 20 km/h speed zone in "Little Streets"

Specifically along Little Streets, pedestrians have right of way over vehicles and bikes in the 20 km/h speed zones. These new 20 km/h speed limits and shared zones are part of an 18-month trial supported by the Victorian Government. The new speed limits trial will facilitate an evaluation of temporary speed limit changes before making them permanent. It is anticipated that there will be a future permanent footpath treatment to complement the speed limit reductions (City of Melbourne, 2020).

VicRoads (2006) recorded an 8% reduction in casualty crashes (17% in pedestrian casualties) following the reduction of speed limit from 60 km/h to 40 km/h within shopping strip hours.

1.2.4 Reduced speed limit for Cairns CBD in Queensland, Australia

A revised traffic plan in the Cairns CBD bordered by Sheridan, Florence, Abbott and Spence Streets was carried out in February 2019. The speed limit changes from 50 km/h to 40 km/h (Figure 1-7) were brought about as part of an ongoing initiative to help improve safety for pedestrians, cyclists and motorists in Cairns' CBD.

The implementation of reduced speed limits by 10 km/h followed published reports revealing Cairns CBD as having one of the highest rates of road trauma in Queensland, Australia. It is anticipated that the speed limit reduction shouldn't impact on traffic flow and will significantly improve the safety of our road users and pedestrians, which is a priority for Cairns Regional Council.

Speed limits throughout Queensland are also complemented by the StreetSmarts community campaign initiative, which encourages people to slow down and "change the way we look at speed".

Map showing new limit zones

Source: New 40km/h speed limits for Cairns CBD precinct (QLD myPolice, 2019)

Figure 1-7 Cairns CBD speed limit changes to 40 km/h

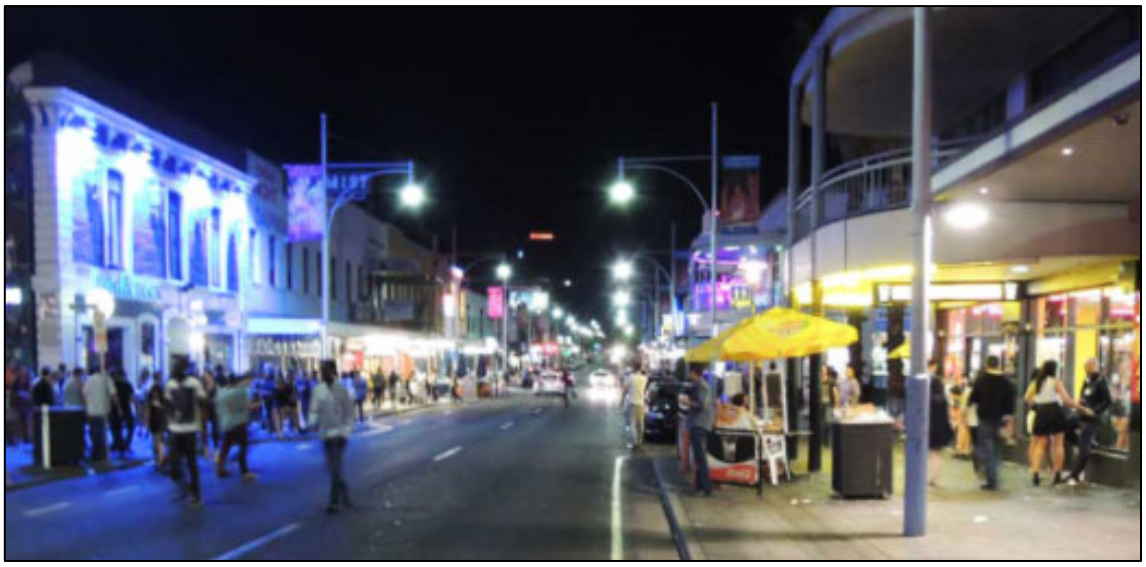
1.2.5 30 km/h speed limit trial in City of Adelaide, South Australia

The City of Adelaide implemented the 30 km/h speed limit trial for Hindley Street between King William Street and Morphett Street to make the street safer for all users in January 2020, as part of the Hindley Street Improvement Project.

Hindley Street (between King William and Morphett Streets) is the city's only 24-hour street. By day, it links major precincts / destinations to one another and serves Central Business District workers, students, tourists and visitors to the area. By night, it becomes Adelaide's premier late-night entertainment street with up to 35,000 people visiting the street each Friday and Saturday night.

Prior to the changes in the speed limit, traffic volume and speed assessments were undertaken at two locations near each end of the street. Average speeds were measured as 20 km/h at the eastern end and 27 km/h at the western end of the street. The low speed was primarily due to the narrow roadway, wide footpaths and high levels of pedestrian crossing within the vicinity.

A 30 km/h speed limit will complement the current layout and the 30 km/h speed limit on Hindley Street west of Morphett Street, which services the high levels of pedestrian activity associated with the University of SA City West campus.



Source: WalkingSA

Figure 1-8 Hindley Street – Adelaide City

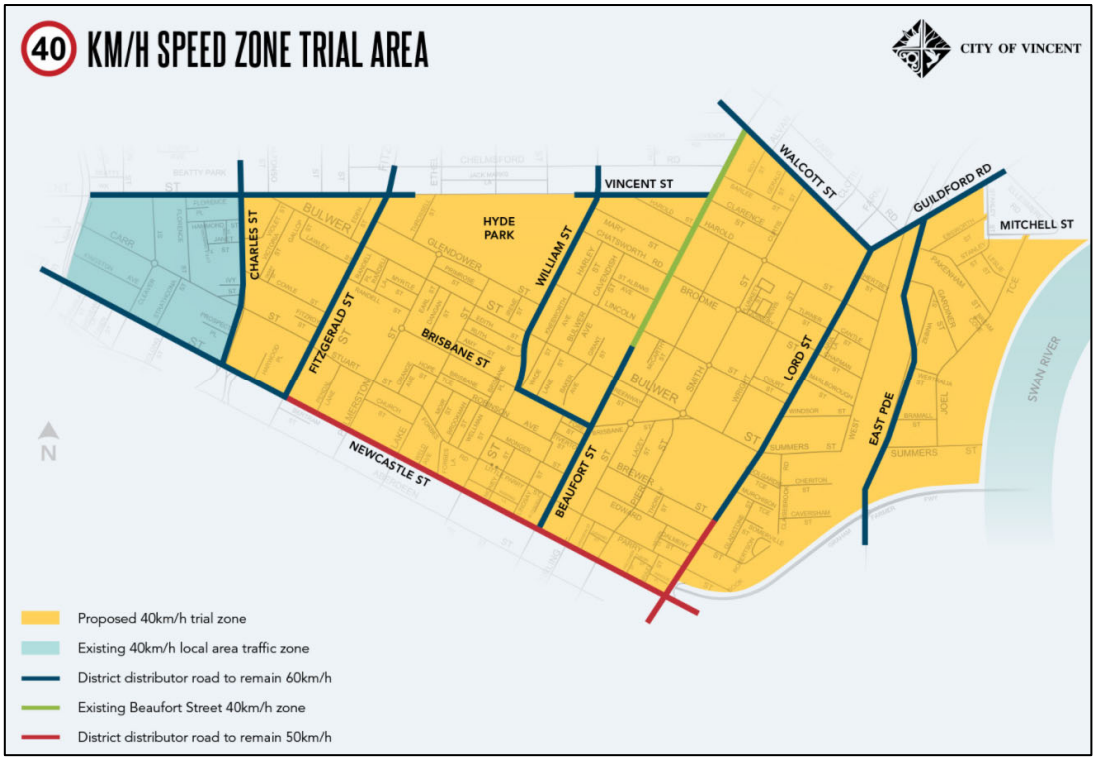
1.2.6 Imagine Vincent (40 km/h Zone) in City of Vincent, Western Australia

In April 2019 City of Vincent (WA) commenced a 40 km/h speed zone trial in Vincent's southern suburban areas. This initiative commenced following extensive consultation with the community, with a working party established to provide guidance for the trial's implementation (Imagine Vincent, 2019). The two-year trial aims to study the impact of slower speed limits in residential areas, with independent research supported by the Road Safety Commission.

The two-year evidence-based trial started in April 2019 and includes:

- Residential streets in the trial area being reduced from 50 km/h to 40 km/h
- Main distributor roads to stay at their current speed limits, with the exception of part of Vincent Street near the Hyde Park water playground

The trial speed zone is bounded by Newcastle, Vincent and Charles Streets and the Swan River (Figure 1-9), with main distributor roads kept at their existing speed limits of 60 km/h and above.



Source: [New 40km/h trial speed limits for Vincent's southern suburban areas](#) (City of Vincent WA, 2019)

Figure 1-9 City of Vincent 40km/h Speed Zone

1.2.7 Central City Safer Speeds (30 km/h) in Wellington, New Zealand

City of Wellington recently changed the speed limit on most of the central city streets from 50 km/h to 30 km/h in mid-2020 (Figure 1-10), as part of the 'Let's Get Wellington Moving' Program. The objective is to make Wellington's city centre a more pleasant and relaxed place and provide a better and safer environment for people walking and on bikes. The study report supporting this initiative (2019) anticipated measurable benefits on Safety and Liveability in Wellington Central City.

Source: *Safer Speeds in Wellington*

Figure 1-10 Wellington City speed limit changes to 30 km/h

1.3 Referenced Materials

The following documents and materials were used during the preparation of this report:

- Proposed Speed Limit Reductions in CBD, City of Hobart
- SCATS detector traffic count data for daily traffic count data for 2016 and 2019, provided by Department of State Growth
- Tasmanian Government crash data from Department of State Growth Spatial selector website
- Towards Zero, Tasmania Road Safety Strategies 2017 – 2026 Discussion Paper, Department of State Growth (2016)
- 40 km/h speed limits in high volume pedestrian areas Guideline, Road and Traffic Authority NSW
- Safe Speed Limits, Centre for Road Safety, TfNSW
- AS 1742.4 Manual of uniform traffic control devices, Part 4: Speed controls, Australian Standard (2008)
- New South Wales Speed Zoning Guidelines, Road and Traffic Authority NSW (2009)
- City speed limits, City of Melbourne (2020)
- Little Streets, City of Melbourne (2020)

- Reduced speed limit for Cairns CBD, Minister for Transport and Main Roads, Queensland Government (2019)
- New 40km/h speed limits for Cairns CBD precinct, myPolice, Queensland Government (2019)
- Let's change the way we look at speed, StreetSmarts, Queensland Government (2020)
- Traffic offences and penalties, Northern Territory Government (2020)
- Hindley Street slows down to increase safety, City of Adelaide (2020)
- 40 KM/H Speed Zone Trial, City of Vincent, Western Australia (2019)
- Central city safer speeds, Let's Get Wellington Moving (2020)
- Vision Zero – An ethical approach to safety and mobility, Tingvall and Haworth, Monash University Accident Research Centre (1999)
- Welsh 20 mph Task Force Group: Final Report, Welsh Government (2020)
- Safe speed, Victoria Walks (2016)
- The impact of lowered speed limits in urban and metropolitan areas, Monash University Accident Research Centre (2008)
- Effect of 20 mph traffic speed zones on road injuries in London, 1986-2006: controlled interrupted time series analysis, BMJ (2009)
- Case for Change, Let's Get Wellington Moving (2020)
- Improving Pedestrian Safety, Curtin-Monash Accident Research Centre (2010)
- Lower CBD speeds improve pedestrian safety, Penrith City Council, New South Wales (2020)
- 40km/hr speed limits in town centres, ACT Government (2017)
- NSW Street Treatments for COVID Recovery, Transport for New South Wales (2020)
- VicRoads, *What is the safe system*?, DVD, VicRoads, Kew, Vic.(2006)
- Austroads: Infrastructure/Speed Limit Relationship in relation to Road Safety Outcomes (2010)

1.4 Glossary of key terms

A glossary of technical terms of traffic modelling is set out below to assist in the interpretation of this document.

Assignment – The path that vehicles take through the model network.

Base Traffic Model – A model calibrated and validated to observed traffic data.

Calibration and Validation – A process of modifying model parameter values until model outputs replicate observed data to within a specified tolerance level.

Density – The number of vehicles occupying a unit length of roadway (e.g. vehicles / kilometre)

Modelling Methodology – Also called Modelling Type. It is the type of analysis that a model undertakes, either Strategic, Mesoscopic, Hybrid or Microscopic.

SCATS – Sydney Coordinated Adaptive Traffic System, an adaptive traffic signal system.

Traffic Demand – The volume of traffic assigned to traffic zone, rather than completing a journey.

Traffic Distribution – The locations where journeys start and end.

Vehicle Class – The categorisation of a set of vehicles based on a common attribute.

2. Modelled Scenarios

2.1 Model Study Area – Hobart City and Core Area

The Hobart mesoscopic model is utilised to undertake the impact assessment of the proposed speed limit reduction. The scope of the Hobart mesoscopic model is presented in Figure 2-1, with the extents of the Core Area (Hobart CBD) highlighted in red. The Core Area includes the road network with the proposed speed limit changes.

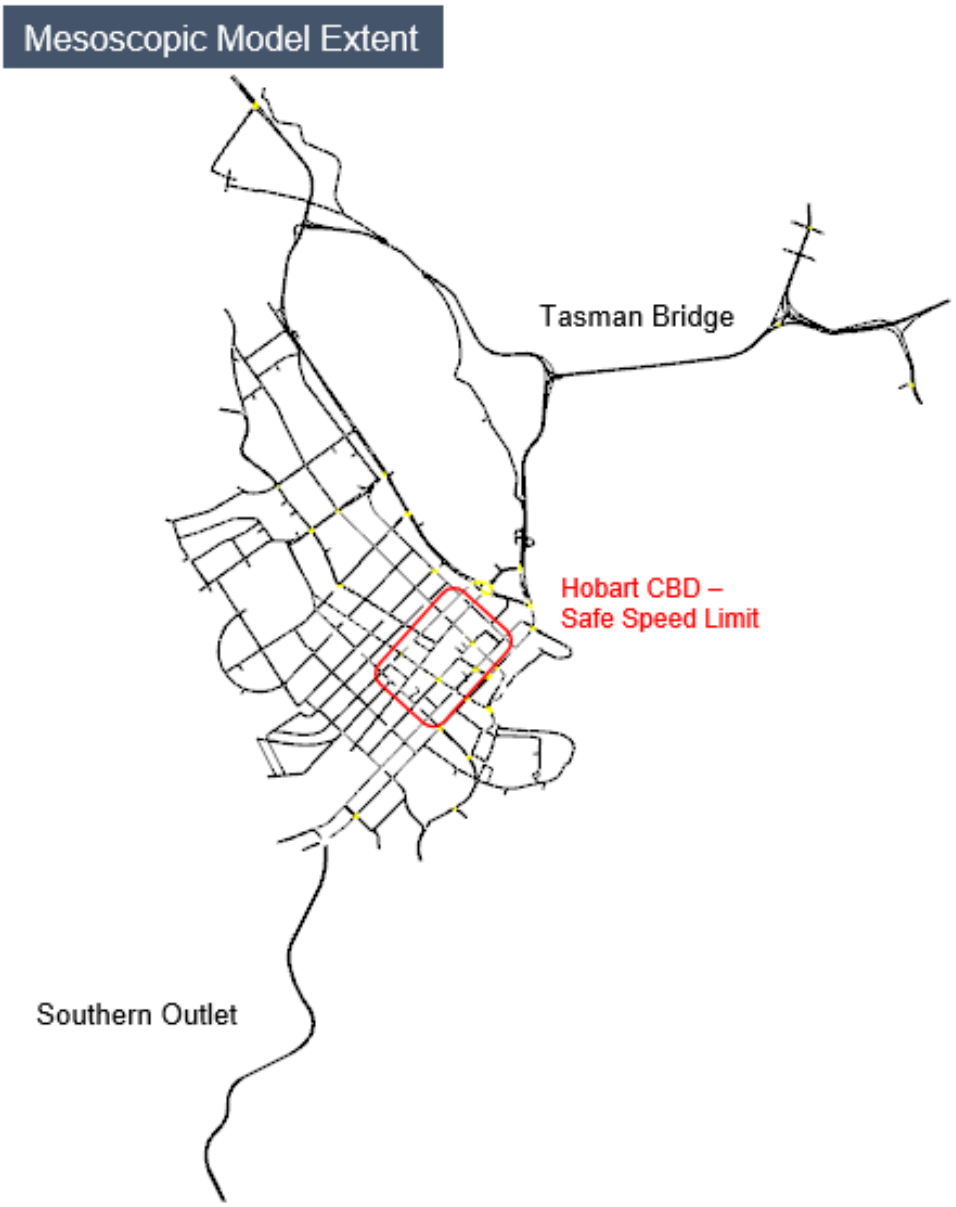


Figure 2-1 Extent of Hobart mesoscopic model

2.2 Scope and limitations

The supplied Hobart mesoscopic model was calibrated with 2016 traffic counts in AIMSUN 8.1. Following the tests of the supplied model, it was identified that the recent version of AIMSUN 8.3 produces more stable runs[1]. Therefore, AIMSUN 8.3 was used for this assessment, whilst all the relevant model parameters were kept consistent in the calibrated Hobart mesoscopic model.

Additional scenario testing was also undertaken based on a 4% traffic growth between 2016 and 2019 in Hobart City. This was assessed based on the traffic data provided by the Department of State Growth's Traffic Management Centre and obtained from the SCATS detectors located at traffic signal locations across Hobart. The estimated growth was agreed with the Council and applied to the 2016 traffic demands.

2.3 Modelling Process

The Hobart Mesoscopic Model originally developed in 2016 was updated to reflect the current road network and traffic conditions. The model was previously calibrated and validated to industry standards, as detailed in the RMS publication: *Traffic Modelling Guidelines* (February 2013), and is considered to accurately represent current conditions. Variability in model performance is representative of daily variation in traffic volumes, which can impact on day-to-day delays in real world traffic networks.

2.4 Existing Speed limits in Core Area

The Hobart CBD is predominantly a 50 km/h zone (highlighted in green in Figure 2-2), with the exception of some sections being 40 km/h (dark blue) on e.g. Morrison Street and 30 km/h (light blue) on e.g. Liverpool Street, Elizabeth Street and Collins Street.

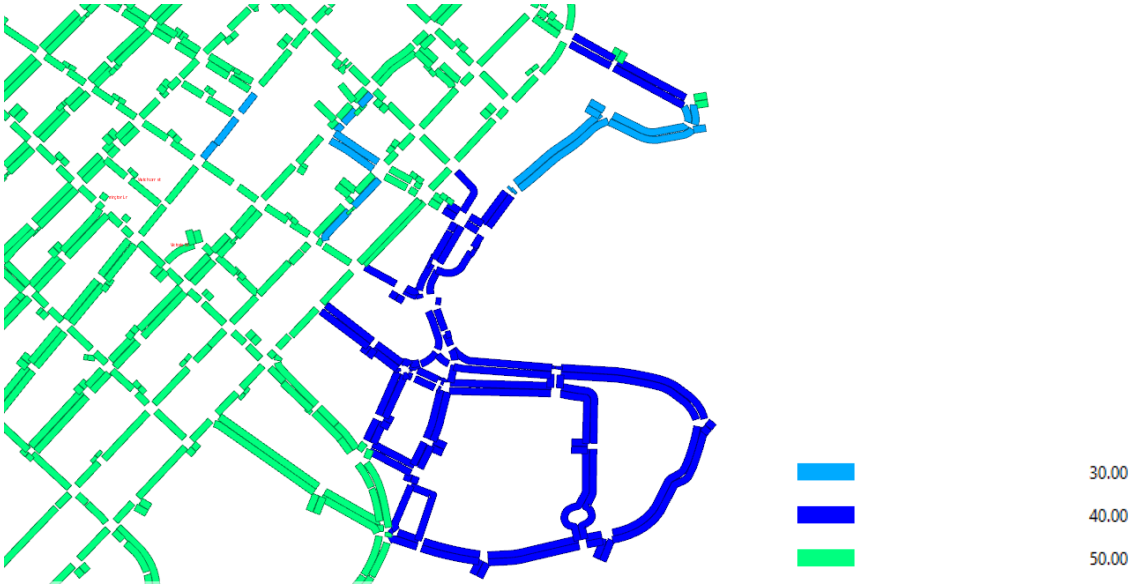


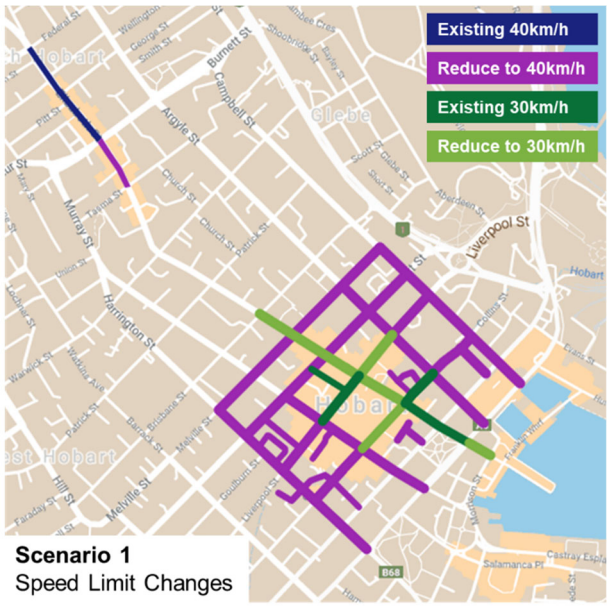
Figure 2-2 Hobart City existing speed limits (km/h)

[1] Under AIMSUN 8.1, Hobart mesoscopic mode was found to constantly crash after updates were made, on multiple computers GHD use.

2.5 Proposed Speed Limit Changes

The proposed changes to the posted speed limits are within the Hobart CBD ('Core Area') of Hobart City. Two scenarios were assessed as part of the study, as presented in Figure 2-3 and Figure 2-4 and are also accessible in this Interactive Map (Google Map)[2]. Scenario 1 proposes a reduced speed limit on Elizabeth Street from 50 km/h to 30 km/h and the remaining area reducing from 50 km/h to 40 km/h. Scenario 2 proposes to reduce the speed limit within the Core Area from 50 km/h to 40 km/h, except for the area with an existing 30 km/h speed limit. Scenario 2 reflects the speed limit changes as per the Council resolution of 6 July 2020.

The proposed speed limit changes were coded as 'attributes overrides' on the maximum speeds in the Hobart Mesoscopic Model.



Analysis using Hobart AIMSUN mesoscopic model based on 2016 and 2019 traffic volumes.

Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/h to 30 km/h.

Elizabeth St between Melville to Brisbane Street from 50 km/h to 30 km/h.

Collins and Liverpool Streets between Murray and Argyle Streets from 50 km/h to 30 km/h.

Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/h to 40 km/h.

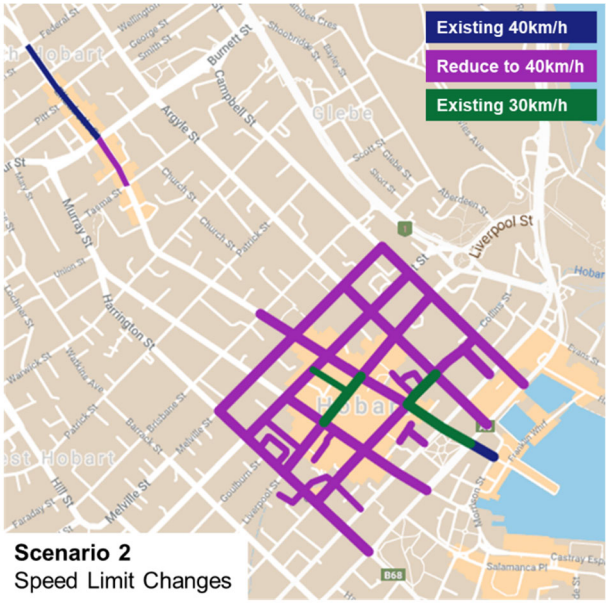
Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/h to 40 km/h.

Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/h to 40 km/h.

Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/h to 40 km/h.

Figure 2-3 Scenario 1, Speed Limit Changes

[2] Sign in required to access the Google Map



Analysis using Hobart AIMSUN mesoscopic model based on 2016 and 2019 traffic volumes.

Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/h to 40 km/h.

Elizabeth St between Melville to Brisbane Street from 50 km/h to 40 km/h.

Collins and Liverpool Streets between Murray and Argyle Streets from 50 km/h to 40 km/h.

Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/h to 40 km/h.

Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/h to 40 km/h.

Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/h to 40 km/h.

Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidencopes Lane from 50 km/h to 40 km/h.

Figure 2-4 Scenario 2, Speed Limit Changes

2.6 Other Road network changes (in addition to speed limit)

A number of changes were made to the original model (August 2016) and present (2019):

- Campbell Street between Liverpool Street and Collins Street – 2 lanes
  - Royal Hobart Hospital Road Block (no adjacent parallel parking to through traffic lanes)
  - Service lane for parking
  - Three lanes at Collins Street junction.
- Murray Street between Davey Street and Morrison Street – upgrades to the Morrison Street / Murray Street Intersection
- Murray Street between Liverpool Street and Collins Street – Remove Traffic Management due to Myer construction zone
- Macquarie Street between Harrington Street and Barrack Street – Remove Traffic Management due to IBIS Hotel construction zone
- Patrick Street and Argyle Street signalisation.

2.7 Assessed Scenarios

Mesoscopic models were based on the original calibrated Hobart model for the following times:

- Morning (AM) Peak
  - 7:30 AM to 9:30 AM
- Evening (PM) Peak
  - 4:30 PM to 6:30 PM

The following scenarios were modelled:

- Pre-Calibrated 2016 Existing Conditions: the current road network in 2016 was previously calibrated to match existing conditions experienced in the Hobart model.
- 2016 Base, Scenario 1 and Scenario 2, with the proposed speed limit changes.
- 2019 Base, Scenario 1 and Scenario 2, with the proposed speed limit changes.

3. Traffic Performance Impact

3.1 Network level results (2016)

Network level statistics are summarised in the proceeding sections for each scenario, for both Hobart City (whole model area) and Core Area (road links with proposed speed limit changes), unless otherwise stated. The average results over a two hour period were used for the respective AM and PM peak results, reported against the following performance measures:

- *Traffic flow input* – total hourly traffic input into the model.
- *Vehicle Kilometres Travelled (VKT)* – total distance (in kilometres) travelled by the vehicles within each evaluation hour.
- *Vehicle Hours Travelled (VHT)* – total travel time (in hours) travelled by the vehicles within each evaluation hour.
- *Vehicle Delay* – the average delay experienced by every vehicle.
- *Vehicles Active* – number of vehicles in the network at the end of each evaluation hour (i.e. those that have not yet reached their destination).
- *Vehicles Arrived* – number of vehicles that have already reached their destination and have been removed from the network before the end of each evaluation hour.
- *Network Speed* – Average vehicle speed in the network.
- *Unreleased Vehicle* – total number of vehicles that could not (yet) enter the network due to congestion at the end of each evaluation hour.

Network density and average speed plots are also provided for reference. The network density plots graphically represent the density of vehicles (in vehicles per kilometre), which provides an indication of where the network is congested (e.g. higher density in general indicating higher congestion), and the “pinch points” that exacerbate this congestion by constraining flow.

3.1.1 Hobart City (entire mesoscopic model area)

Network statistics of Hobart City of 2016 Base, Scenario 1 and Scenario 2 were summarised in Table 3.1 and Table 3.2, for the respective AM and PM peak.

Table 3.1 Network statistics – Hobart City – 2016 AM peak

Whole Hobart Model Area (AM Peak Hour)		Base	Scenario 1	Scenario 2	Scenario 1 v Base		Scenario 2 v Base	
Performance Measures	Unit							
Traffic Flow Input	no.	24,910	24,980	24,790	0%	70	0%	-120
VKT	km	89,710	89,580	90,060	0%	-130	0%	350
VHT	**hrs**	**2,780**	**2,850**	**2,930**	**3%**	**70**	**5%**	**150**
Vehicle Delay	sec	59	66	56	13%	8	-5%	-3
Vehicles Active	no.	16,600	17,640	16,350	6%	1,040	-2%	-250
Vehicles Arrived	no.	24,980	24,970	24,890	0%	-10	0%	-90
Unreleased Vehicles	no.	320	560	350	75%	240	9%	30
Vehicle Speed	**km/h**	**33**	**32**	**33**	**-3%**	**-1**	**1%**	**0**

Table 3.2 Network statistics – Hobart City – 2016 PM peak

Whole Hobart Model Area (PM Peak Hour)		Base	Scenario 1	Scenario 2	Scenario 1 v Base		Scenario 2 v Base	
Performance Measures	Unit							
Traffic Flow Input	no.	25,060	25,220	25,230	1%	160	1%	170
VKT	km	86,110	86,850	87,400	1%	740	1%	1,290
VHT	**hrs**	**2,465**	**2,510**	**2,555**	**2%**	**45**	4%	**90**
Vehicle Delay	sec	48	53	56	10%	5	15%	7
Vehicles Active	no.	14,810	15,610	15,590	5%	800	5%	780
Vehicles Arrived	no.	24,990	25,050	25,260	0%	60	1%	270
Unreleased Vehicles	no.	0	0	0	0%	0	0%	0
Vehicle Speed	**km/h**	**35**	**35**	**35**	**-2%**	**-1**	**-2%**	**-1**

Apart from the Vehicle Speed, VHT is a particularly useful indicator since it implicitly captures congestion within the network and can compare the impacts of the proposed speed limit reduction against the Base at a glance. The results in the above tables demonstrated that:

- The proposed speed limit would result in a minor change in VHT, with an increase between 2% (Scenario 1) and 4% (Scenario 2).

- The average vehicle speed would drop by up to 1 km/h in both Scenario 1 and Scenario 2.
- The average delay of vehicles would increase, however, it was noted to be simulated outside the Core Area where the speed limit was not reduced.
- During the AM peak, the number of unreleased vehicles increase in Scenario 1, reflecting the increase in network congestion due to the redistribution of traffic within the entire Hobart City.

In summary, the network performance results indicate that with the speed limit changes in the Core Area, the wider network still operates with an acceptable level of robustness based on the intuitive and minor changes in the average vehicle speed and VHT (less than 5% increase).

It also indicates that the Hobart Mesoscopic Model is sensitive and changes to the network attributes (in this case the speed limits) only within the southern central area may impact the network performance at other locations.

3.1.2 Core Area (roads with proposed speed limit changes)

Network statistics of Core Area of 2016 Base, Scenario 1 and Scenario 2 are summarised in Table 3.3 and Table 3.4, for the respective AM and PM peak.

Table 3.3 Network statistics – Core Area – 2016 AM peak

Core Area (AM Peak Hour)		Base	Scenario 1	Scenario 2	Scenario 1 v Base		Scenario 2 v Base	
Performance Measures	Unit							
VKT	km	9,820	9,580	9,780	-2%	-240	0%	-40
VHT	hrs	475	500	485	5%	25	2%	10
Vehicle Delay	sec	30	29	29	-4%	-1	-2%	-1
Vehicle Speed	km/h	37.7	34.6	35.1	-8%	-3	-7%	-3
Weighted Vehicle Speed	km/h	37.1	34.2	34.8	-8%	-3	-6%	-2

Note: Weighted vehicle speeds considered the traffic volumes when averaging the vehicle speed on each link.

Table 3.4 Network statistics – Core Area – 2016 PM peak

Core Area (PM Peak Hour)		Base	Scenario 1	Scenario 2	Scenario 1 v Base		Scenario 2 v Base	
Performance Measures	Unit							
VKT	km	9,362	9,061	9,220	-3%	-301	-2%	-143
VHT	hrs	446	502	523	13%	56	17%	77
Vehicle Delay	sec	30	31	31	3%	1	4%	1
Vehicle Speed	km/h	37.9	34.3	34.8	-9%	-4	-8%	-3
Weighted Vehicle Speed	km/h	36.9	33.1	33.3	-10%	-4	-10%	-4

Note: Weighted vehicle speeds considered the traffic volumes when averaging the vehicle speed on each link.

The results in the above tables demonstrated that within the Core Area:

- It intuitively shows a higher reduction in simulated vehicle speed. However, the impact is still limited within 3 km/h in AM peak and 4 km/h in PM peak in both Scenario 1 and Scenario 2.
- However, the simulated speed reduction (above) is much lower than the changes in posted speed limit values (approximately 12 km/h in Scenario 1 and 10 km/h in Scenario 2 as discussed in Section 2) within the same area. This further demonstrated that the vehicle speeds are mainly dictated by the delays at the intersections as a function of the volume of traffic rather than the vehicle speeds (e.g. traffic signals). The Hobart network is a balanced grid with spare capacity at intersections (e.g. better than LoS D at majority of the traffic signals); therefore, though the proposed reduction in speed limit within Hobart CBD would result in vehicle re-rerouting, the impact on vehicle delay would be marginal.
- Whilst the VHT increased by between approximately 2% and 17% (indicating longer travel time within the Hobart CBD) the changes to traffic delay is negligible. This revealed that within the Hobart CBD, the reduced speed limit and the consequential reduced vehicle speeds would not noticeably impact the vehicle delays at the intersections.
- As a result of the speed limit changes vehicles would detour away from the Hobart CBD. A small reduction in the number of vehicles travelling through Hobart CBD is predicted (e.g. reduction of 3% in Scenario 1 and 2% in Scenario 2 in PM peak), and this is reflected in the VKT.
- Whilst the travel time within Hobart City would increase in both Scenario 1 and Scenario 2, the smaller number of vehicles travelling in Hobart CBD in Scenario 1 contributed to a smaller increase in VHT (13%), compared to Scenario 2 (17%) within the same area.
- In the worst case (Scenario 2, PM peak) a 17% increase in VHT is reported or a total of 77 hours across a total of 10,000 vehicles[3] travelling through Hobart CBD during peak hour. This could be interpreted as up to 30 seconds increase in travel time in Hobart CBD per vehicle.

[3] assuming 40% of the total 25,000 veh/h in the Hobart city wide (model area) would travel through Hobart CBD (core area) during peak hour.

In summary, the impact of proposed speed limit changes within the Core Area was simulated to have a marginal impact on the vehicles within the same area:

- The vehicle delay was predicted to be almost identical to Base Case, with a difference up to 1 second.
- The vehicle speed reduction was estimated to be within 4 km/h for Scenario 1 and 3 km/h for Scenario 2.

3.2 Corridor Travel Times (2016)

Travel times were extracted from the mesoscopic simulation model for the following corridors within the Core Area:

1. Argyle Street (northbound)
2. Bathurst Street (eastbound)
3. Campbell Street (southbound)
4. Collins Street (eastbound)
5. Liverpool Street (westbound)
6. Melville Street (eastbound)
7. Murray Street (southbound)
8. Elizabeth Street north (northbound)
9. Elizabeth Street south (southbound)
10. Elizabeth Street south (northbound)
11. Elizabeth Street north (southbound)

The cumulative travel time along the corridor in each direction and for each modelled period are presented in Figure 3-1 (AM peak) and Figure 3-2 (PM peak).

Scenario 1

The travel time was simulated to:

- have a difference within 15 seconds on Argyle Street, Bathurst Campbell Street, Liverpool Street, Collins Street and Elizabeth Street in both AM and PM peak. Typically, a 15 seconds difference on travel time could be seen as a variance with the traffic model.
- increase on Melville Street by 17 seconds in AM and decrease by 20 seconds in PM peak.
- increase on Murray Street by up to 21 seconds in AM and 55 seconds in PM peak, likely due to the traffic diversion from the parallel Elizabeth Street following its reduction of speed limit to 30 km/h. This is evident with the higher traffic density on Murray Street presented in Figure 3-3.

Scenario 2

The travel time difference on each corridor in Scenario 2 was simulated to be marginal (within 15 seconds) on majority of the corridors. Notably, the increase in PM travel time on Murray Street was similar to the results in Scenario 1. The small delay increase on Murray Street may be addressed by a review of signal operation via the Hobart Network Operating Plan project outcomes.

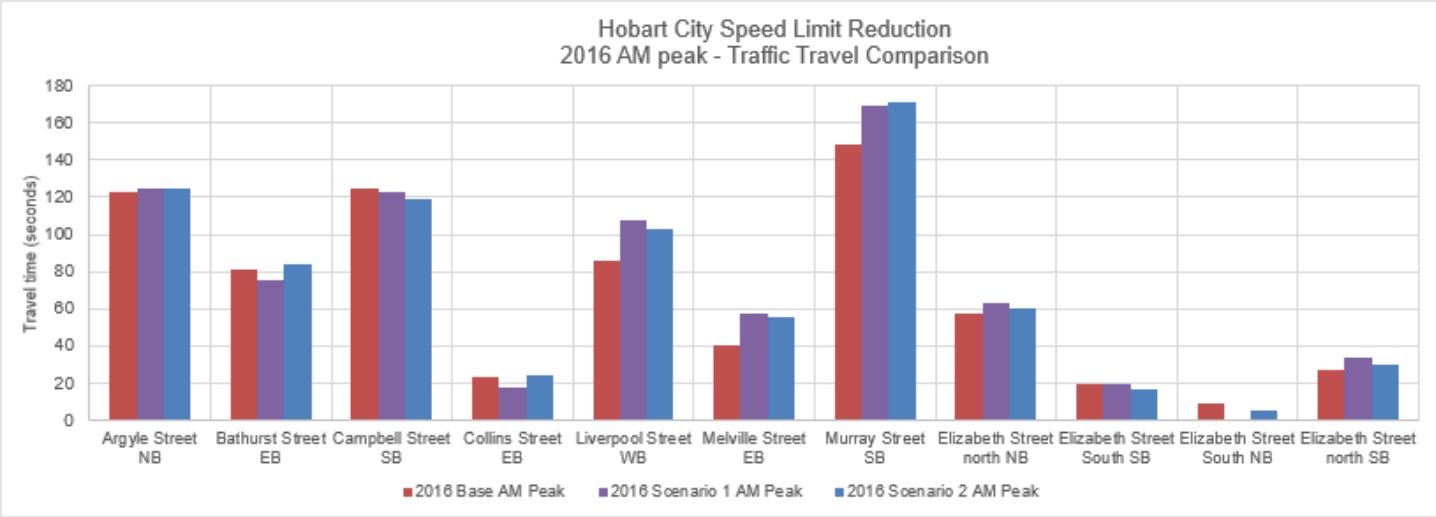


Figure 3-1 Model Results – Travel Times – 2016 AM Peak Hour

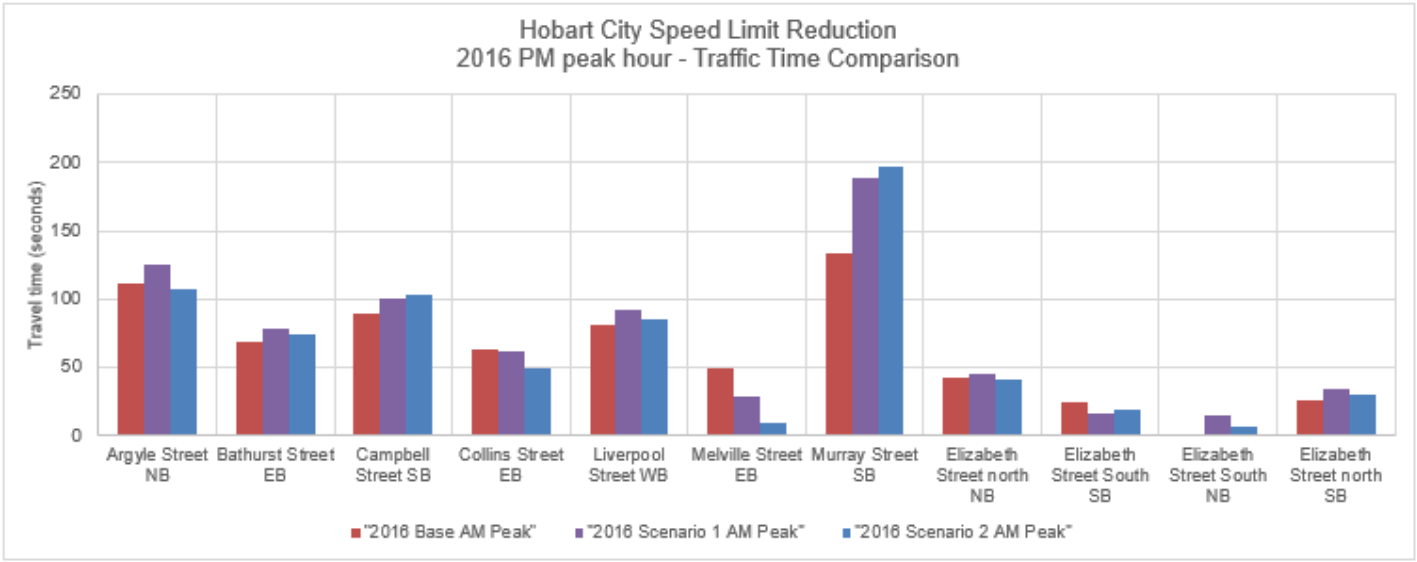


Figure 3-2 Model Results – Travel Times – 2016 PM Peak Hour

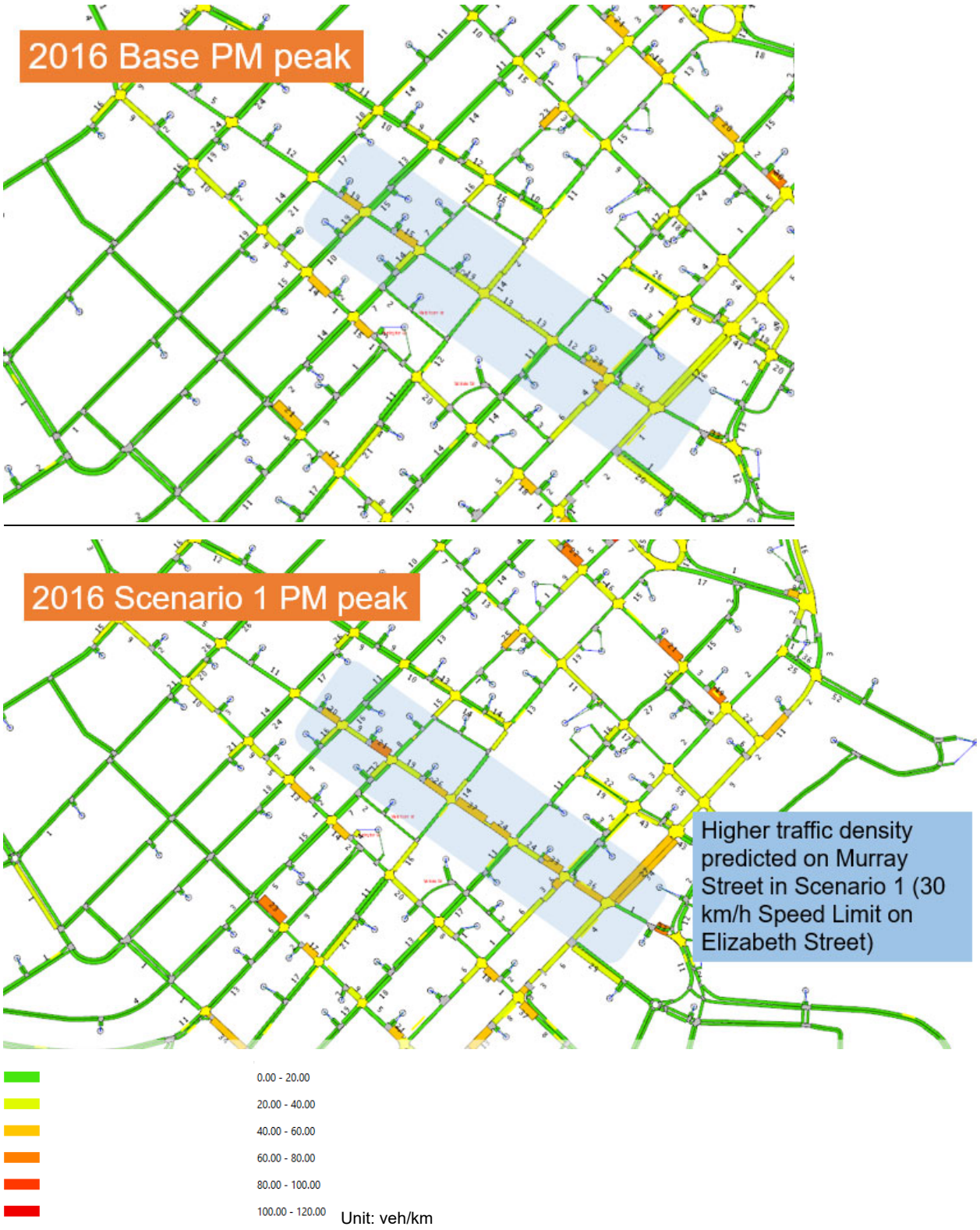


Figure 3-3 Higher traffic density on Murray Street, resulting in travel time increase (2016)

3.3 Traffic Growth (2016 – 2019)

SCATS traffic counts were provided by Department of State Growth at the following locations for August 2016 and August 2019.

- Elizabeth Street and Bathurst Street
- Elizabeth Street and Davey Street
- Collins Street and Murray Street
- Collins Street and Argyle Street

Comparing the traffic data for 2016 and 2019 enables the estimate for background traffic growth to present a more recent and possibly a more congested traffic condition in Hobart City. Note that due to COVID-19, it is likely that this may have had an impact on traffic volumes in 2020, therefore 2019 historical data was also seen as the most recently available data.

The analysis results demonstrated a 4% total growth on the traffic level from 2016 to 2019. Therefore, a 4% uplift in the traffic demands in the Hobart Mesoscopic Model was applied to estimate the impact of the proposed speed reduction in 2019, as a sensitivity test discussed in Section 3.4.

3.4 Summary of the impact (based on 2019 results)

Network statistics of Hobart City of 2019 Base, Scenario 1 and Scenario 2 are summarised in Table 3.5 and Table 3.6, for the respective AM and PM peak.

Table 3.5 Network statistics – Core Area – 2019 AM peak

Core Area (AM Peak Hour)		Base	Scenario 1	Scenario 2	Scenario 1 v Base		Scenario 2 v Base	
Performance Measures	Unit							
VKT	km	9,960	9,640	9,770	-3%	-320	-2%	-190
VHT	hrs	475	485	485	2%	10	2%	10
Vehicle Delay	sec	30	29	29	-5%	-1	-3%	-1
Vehicle Speed	km/h	37.8	34.7	35.5	-8%	-3	-6%	-2
Weighted Vehicle Speed	km/h	37.0	34.4	35.0	-7%	-3	-5%	-2

Note: Weighted vehicle speeds considered the traffic volumes when averaging the vehicle speed on each link.

Table 3.6 Network statistics – Core Area – 2019 PM peak

Core Area (AM Peak Hour)		Base	Scenario 1	Scenario 2	Scenario 1 v Base		Scenario 2 v Base	
Performance Measures	Unit							
VKT	km	9,694	9,417	9,430	-3%	-277	-3%	-264
VHT	hrs	525	604	552	15%	78	5%	26
Vehicle Delay	sec	32	32	32	-1%	0	0%	0
Vehicle Speed	km/h	37.3	34.0	34.5	-9%	-3	-7%	-3
Weighted Vehicle Speed	km/h	35.9	31.8	33.0	-11%	-4	-8%	-3

Note: Weighted vehicle speeds considered the traffic volumes when averaging the vehicle speed on each link.

The results in the above tables demonstrate that within the core area:

- It intuitively shows an overall higher VKT and VHT compared to the 2016 results (discussed in Section 3.1.2), indicating longer travel time within the more congested 2019 network with increased traffic volumes. The reduction in VKT of both Scenario 1 and Scenario 2, compared to Base, indicated that up to 3% vehicles would travel outside the Core Area as a results of the speed limit reduction.
- The increase in VHT of both Scenario 1 and Scenario 2, compared to Base, revealed that the vehicles would travel for more time within the Core Area, up to 15% in PM peak in Scenario 1, due to the speed limit reduction.
- The vehicle speeds are likely to drop marginally, up to 4 km/h, in both Scenario 1 and Scenario 2. This is consistent with the results of the 2016 scenarios.
- It is worth noting the vehicle delays in the above table were predominantly traffic signal delays. The additional travel time of the vehicle on the road network, as a result of the speed limit reduction, was not accounted as vehicle delay.

The details of the 2019 results are provided in Appendix A of this report.

4. Safety and Crash Impact

This section details the anticipated safety benefits associated with implementing speed limit reductions. A crash data analysis was also undertaken as a basis for an indicative estimate on achievable safety benefits.

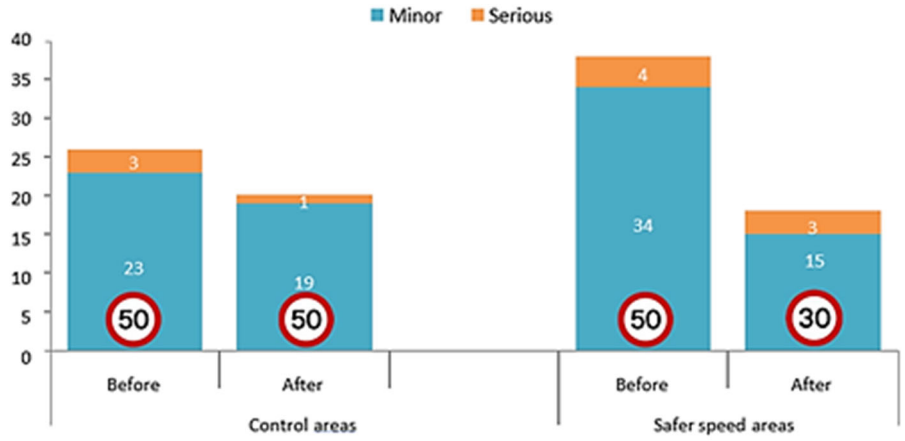
4.1 An appreciation of safety benefits with Safe Speeds

As mentioned in Section 1, past research has shown vehicle speed as a major factor in crash incidents and the crash severity outcome. Government agencies across Australia and New Zealand openly acknowledge this and tackle speeding issues through community education campaigns (e.g. Queensland's StreetSmarts) and enforcement (e.g. Northern Territory's speeding penalties). Introducing *Safe Speed Limits* goes a step further and greatly improves a driver's ability to stop and avoid crashes, especially in areas of high pedestrian activity (e.g. Cairns CBD, Adelaide CBD, and Wellington CBD).

4.1.1 Direct safety benefits and improved safety outcomes

Past research (e.g. *Vision Zero – An ethical approach to safety and mobility* (Tingvall and Haworth, 1999)), recent findings (e.g. *Welsh 20mph TFG Final Report* (Welsh Government, July 2020)) and government initiatives (e.g. *Safe speed* (Victoria Walks, 2016)) show that applying *Safe Speed Limits* in urban and metropolitan areas leads to reductions in average travel speed. This is echoed by the results assessing the proposed speed limit changes by the Council discussed previously in Section 3.

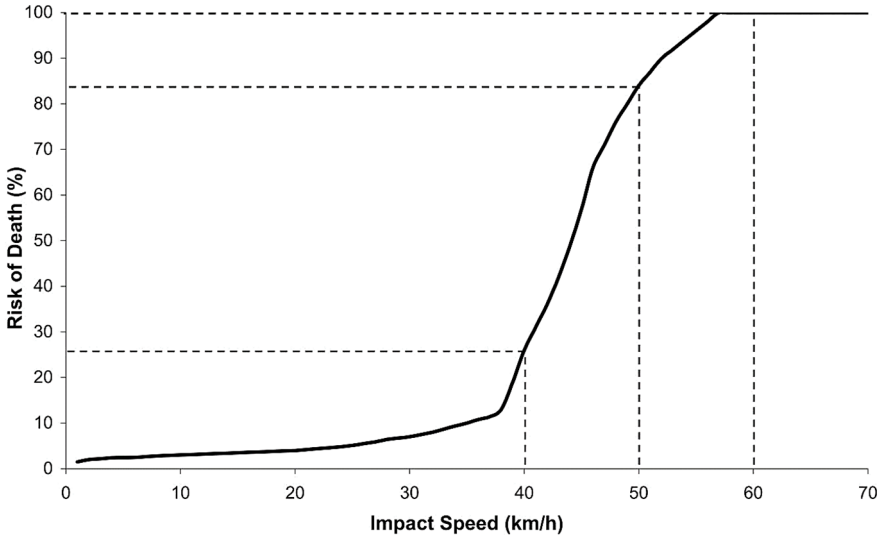
A reduced average travel speed leads to a reduced impact speed which brings about considerable reductions in road trauma (MUARC, 2008). Research and crash data analyses have revealed fewer crashes occurring and overall reduced crash severity outcome within *Safe Speed Limit* zones (BMJ, 2009; Figure 4-1), especially for vulnerable road users.



Source: *Case for Change* (LGWM, 2019)

Figure 4-1 Reported injury crashes – 3 years before/after introducing 30 km/h speed limit in Wellington

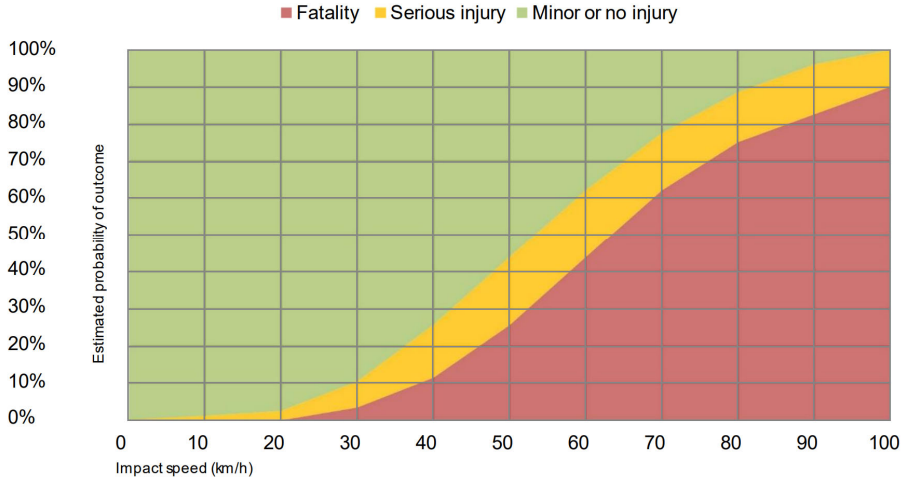
Several studies have demonstrated that speed is the single most important factor in the safety of a street and is directly proportional to the risk of pedestrian or cyclist fatality in cases of conflict. Therefore, reducing the speed results in direct safety benefit, where the risk of pedestrian death is known to prominently increase with impact speeds beyond 30 km/h (see Figure 4-2).



Source: *Improving Pedestrian Safety* (Curtin-Monash Accident Research Centre, 2010)

Figure 4-2 Risk of pedestrian death as a function of vehicle impact speed

Case for Change (LGWM, 2019) similarly estimated that less than 10% of pedestrians would sustain a serious or fatal injury when struck by a vehicle travelling at 30 km/h, compared with severity rates of 25% at 40 km/h and over 45% at 50 km/h (Figure 4-3).



Source: *Case for Change* (LGWM, 2019)

Figure 4-3 Probability of pedestrian serious injury or fatality by vehicle impact speed

In summary, the introduction of *Safe Speed Limits* in busy urban and metropolitan areas generally brings direct safety benefits and increased positive safety outcomes, especially for vulnerable road users. These safety improvements are realised due to the decreased number of crash incidents and reduced crash severity outcomes associated with the lower speed limit.

4.1.2 Other benefits stemming from improved safety outcomes

Applying *Safe Speed Limits* also results in other benefits, such as:

- Supporting placemaking (e.g. City of Vincent, Penrith CBD East, Canberra town centres)
- Reduced fuel and vehicle operating costs and associated emissions and noise

4.2 Crash reduction analysis

The existing number of crashes in the study area were taken from The Department of State Growth spatial data website (https://data.stategrowth.tas.gov.au/SpatialSelector). Vehicle crashes for the last five year period (2015 – 2020) were used for the crash reduction analysis.

A summary table of the existing crashes within the study area can be found in Appendix B.

4.2.1 Hobart CBD

A total of 833 on-road crashes were recorded in the study area of Hobart CBD in the last five year period. Of the total crashes reported three were fatal, eight were serious, 74 were minor and the remainder were non-casualty crashes.

The top three crash types recorded were:

- cross-traffic (approximately 11% of all crashes)
- vehicles in the same lane/rear end (10% of all crashes)
- parking vehicles only (8% of all crashes)

Based on the spatial crash data analysis[4], cross-traffic crashes were shown to be the more serious crash type observed, with one fatal crash, four serious crashes and 16 minor crashes. The most common cross-traffic type crashes occurred at:

- Intersection of Davey Street, Harrington Street and Sandy Bay Road (25 crashes)
- Intersection of Campbell Street and Liverpool Street (9 crashes)
- Intersection of Campbell Street and Macquarie Street (7 crashes)

Based on *Hobart CBD Crash Report (2015 – 2020)*, over 80 crashes (or more than 10% of on-road crashes) involved a pedestrian (Figure 4-4).

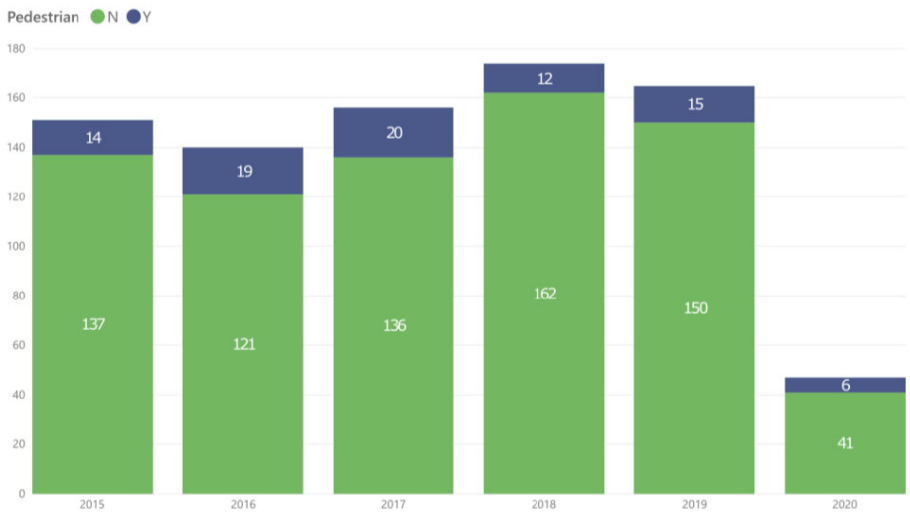


Figure 4-4 Annual counts of pedestrian and non-pedestrian involved crashes (Hobart CBD, 2015-2020)

[4] The results of spatial data analysis (crash data 2016 – 2020) have minor difference compared to Hobart CBD crash statistics report. However, the overall pattern of crash type and locations is consistent between two datasets.

4.3 Crash reduction analysis

The crash data was used to determine estimates of likely crash reduction in relation to the speed reduction scenarios. The *Austroads Guide to Road Safety Engineering – Risk Assessment Part 6: Crash Reduction Factors 2010* was used to estimate potential reductions. The research conducted in this guide estimates a potential 15% reduction for all crashes for 'All reduction in speed limit'. This crash reduction factor was used and applied to the crash data and is summarised in Table 4.1 (below).

Table 4.1 Hobart CBD crash reduction summary table (Scenario 1 and Scenario 2)

Crash Severity	Total existing number of crashes (five years)	Crash reduction factor	Crashes reduction estimate	Total crashes after crash reduction (five years)
Fatal and Serious	11	15%	2	9
Minor Injury	74	15%	11	63
First Aid	46	15%	7	40
Property Damage Only	700	15%	105	596
TOTAL Note 1	**833**	**15%**	**125**	**708**
Pedestrian crashes	86	15%	13	73

Note 1: include two 'not known' type crashes

As described in Section 4.2.1, the more serious crash type were cross-traffic type crashes. They had the highest number of crashes and the most casualties compared to the other crash types. A reduction in speed at intersections in particular is not only likely to reduce the total number of crashes but also the severity of the crash.

5. Conclusions

In conjunction with the network performance results discussed in Section 3.2, the impacts of the speed limit reduction on the vehicle operation, speed and travel time were assessed to be marginal in both Scenario 1 (40 km/h with further expansion of 30 km/h streets) and Scenario 2 (40 km/h).

- The reduced speed limit would not noticeably compromise the road network performance and travel time, based on traffic modelling outputs.
- The average vehicle speed would drop by up to 1 km/h over the model study area within Hobart City.
- The modelled speed reduction within the Hobart CBD is up to 4 km/h which is much lower than the proposed reduction in posted speed limit within the same area. In other words, the proposed reduction in speed limit within central Hobart would have relatively marginal impact to the overall vehicle speeds. This is evident in both 2016 and 2019 traffic conditions.

With Scenario 1, the 2016 travel time results on impacted corridors was simulated to:

- have a difference within 15 seconds on Argyle Street, Bathurst Campbell Street, Liverpool Street, Collins Street and Elizabeth Street in both AM and PM peak. Typically, a 15 seconds difference in travel time could be seen as a variance with this traffic model.
- increase on Melville Street by 17 seconds in AM and decrease by 20 seconds in PM peak.
- increase on Murray Street by up to 21 seconds in AM and 55 seconds in PM peak. This is likely due to the traffic diversion from the parallel Elizabeth Street following the potential reduction of speed limit to 30 km/h.

The travel time difference on each corridor in Scenario 2 was simulated to be marginal (within 15 seconds) on the majority of corridors. Notably, the increase in travel time on Murray Street was limited to 22 seconds, compared to 55 seconds in PM peak in Scenario 1.

Research and crash data analyses have revealed fewer crashes occur and an overall reduced crash severity outcome within *Safe Speed Limit* zones, especially for vulnerable road users. The crash reduction analysis revealed that the total crashes within the Hobart CBD would reduce by 15% if a lower speed limit were implemented, or reducing by 125 crashes over 5 years.

In summary, applying *Safe Speed Limits* (e.g. 30 km/h or 40 km/h) within Hobart City would result in the following benefits:

- An estimated crash reduction by over 120 crashes in a five-year period within the Hobart CBD.
- Leads to a reduced impact speed which brings about considerable reductions in road trauma, as a result of significant reduction in crash severity. Less than 10% of pedestrians would sustain a serious or fatal injury when struck by a vehicle travelling at 30 km/h, compared with severity rates of 25% at 40 km/h and over 45% at 50 km/h.
- Improves a driver's ability to stop and avoid crashes, especially in areas of high pedestrian activity (see Figure 5-1).

Other benefits are also anticipated, such as:

- Road users have an increased awareness of the speed limit as the lower speed environment is now sign posted.
- Supporting placemaking especially in highly pedestrianised areas e.g. supporting active transport and reducing the reliance on cars.
- Reduced fuel and vehicle operating costs and associated emissions and noise.

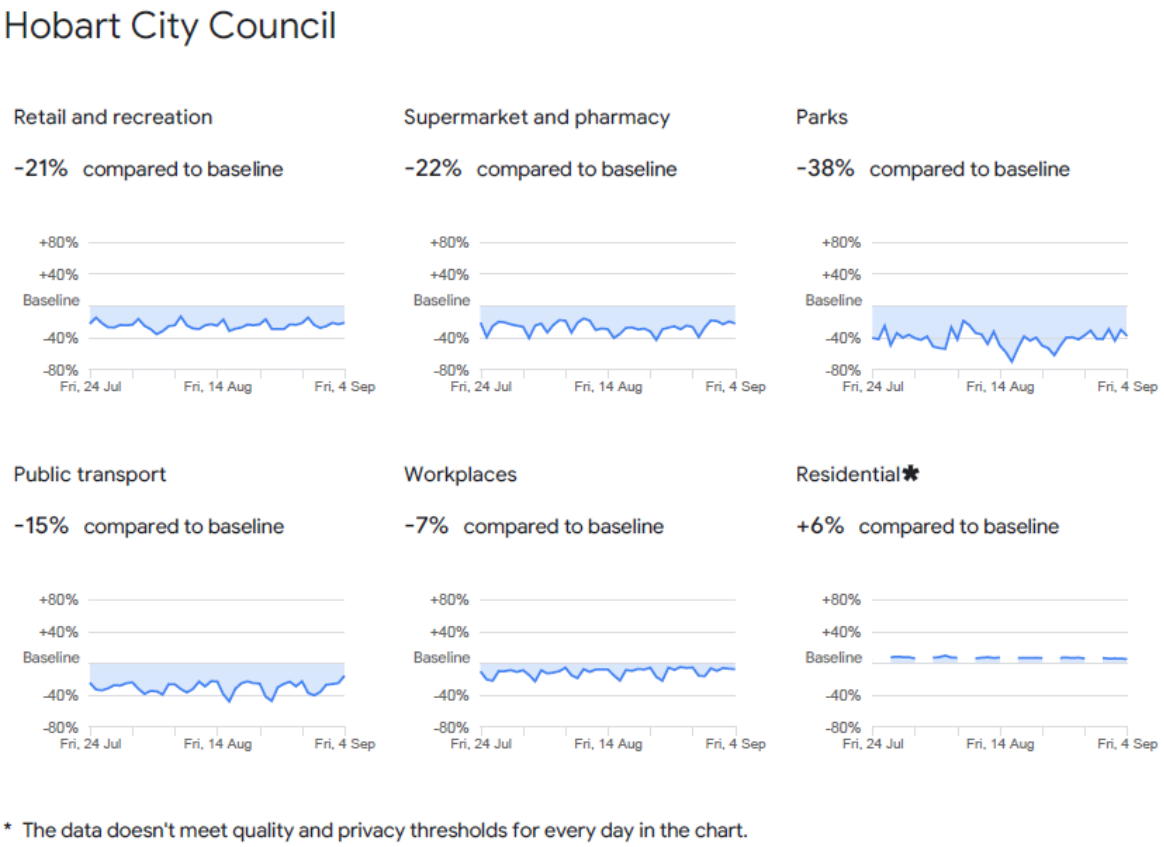
Source: TfNSW, Centre for Road Safety

Figure 5-1 Safe Speed Limits and Stopping distance

5.1 Other considerations

Based on the outcome of traffic modelling, it is understood that less congested roads have a lesser impact on the road network performance when implementing a reduced speed limit.

The current traffic condition, as a result of COVID-19 has seen a reduction in the traffic movements in Hobart and Australia wide. Based on the Google Community Mobility Report (September 2020), the mobility movement (all types of travel) is significantly lower than the baseline (supposedly same time in 2019) in Hobart City as shown in Figure 5-2. This presents a unique opportunity of implementing lower speed limit in Hobart City on a much less trafficked road network, and hence potentially less impact, than those assessed in the traffic modelling scenarios (2016 and 2019) in this study.



Source: Google COVID-19 Community Mobility Report, Tasmania, 4 September 2020

Figure 5-2 Reduction in mobility in Hobart City

Appendices

Appendix A – Detailed results of 2019 scenarios

2016 Network Statistics

Whole Hobart Model Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	AM	AM	AM	AM	AM	AM	AM
Traffic Flow Input	no.	24,910	24,980	24,790	0%	70	0%	-120
VKT	km	89,710	89,580	90,060	0%	-130	0%	350
VHT	hrs	2,780	2,850	2,930	3%	70	5%	150
Vehicle Delay	sec	59	66	56	13%	7.7	-5%	-3
Vehicles Active	no.	16,600	17,640	16,350	6%	1,040	-2%	-250
Vehicles Arrived	no.	24,980	24,970	24,890	0%	-10	0%	-90
Unreleased Vehicles	no.	320	560	350	75%	240	9%	30
Vehicle Speed	km/h	33.2	32.1	33.5	-3%	-1.1	1%	0

Whole Hobart Model Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	PM	PM	PM	PM	PM	PM	PM
Traffic Flow Input	no.	25,060	25,220	25,150	1%	160	0%	90
VKT	km	86,110	86,850	87,760	1%	740	2%	1,650
VHT	hrs	2,465	2,510	2,555	2%	45	4%	90
Vehicle Delay	sec	48	53	53	10%	4.8	10%	5
Vehicles Active	no.	14,810	15,610	15,850	5%	800	7%	1,040
Vehicles Arrived	no.	24,990	25,050	25,160	0%	60	1%	170
Unreleased Vehicles	no.	0	0	0	0%	0	0%	0
Vehicle Speed	km/h	35.4	34.8	34.5	-2%	-0.6	-3%	-1

Core Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	AM	AM	AM	AM	AM	AM	AM
VKT	km	9,820	9,580	9,780	-2%	-240	0%	-40
VHT	hrs	475	500	485	5%	25	2%	10
Vehicle Delay	sec	30	29	29	-4%	-1	-2%	-1
Vehicle Speed	km/h	37.7	34.6	35.1	-8%	-3	-7%	-3
Weighted Vehicle Speed	km/h	37.1	34.2	34.8	-8%	-3	-6%	-2

Core Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	PM	PM	PM	PM	PM	PM	PM
VKT	km	9,362	9,061	9,175	-3%	-301	-2%	-187
VHT	hrs	446	502	531	13%	56	19%	85
Vehicle Delay	sec	30	31	31	3%	1	4%	1
Vehicle Speed	km/h	37.9	34.3	34.7	-9%	-4	-8%	-3
Weighted Vehicle Speed	km/h	36.9	33.1	32.8	-10%	-4	-11%	-4

2019 Network Statistics

Whole Hobart Model Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	AM	AM	AM	AM	AM	AM	AM
Traffic Flow Input	no.	26,030	25,760	25,870	-1%	-270	-1%	-160
VKT	km	92,480	92,210	91,250	0%	-270	-1%	-1,230
VHT	hrs	2,925	2,990	3,020	2%	65	3%	95
Vehicle Delay	sec	63	68	64	8%	4.9	2%	1
Vehicles Active	no.	17,840	18,330	17,940	3%	490	1%	100
Vehicles Arrived	no.	25,880	25,670	25,690	-1%	-210	-1%	-190
Unreleased Vehicles	no.	570	590	540	4%	20	-5%	-30
Vehicle Speed	km/h	32.5	31.7	31.8	-2%	-0.8	-2%	-1

Whole Hobart Model Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	PM	PM	PM	PM	PM	PM	PM
Traffic Flow Input	no.	26,110	26,080	26,050	0%	-30	0%	-60
VKT	km	89,530	90,990	90,080	2%	1,460	1%	550
VHT	hrs	2,805	2,860	2,960	2%	55	6%	155
Vehicle Delay	sec	60	62	57	2%	1.4	-5%	-3
Vehicles Active	no.	16,910	17,510	16,510	4%	600	-2%	-400
Vehicles Arrived	no.	26,040	26,150	26,060	0%	110	0%	20
Unreleased Vehicles	no.	0	0	0	0%	0	0%	0
Vehicle Speed	km/h	33.7	32.9	33.7	-2%	-0.8	0%	0

Core Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	AM	AM	AM	AM	AM	AM	AM
VKT	km	9,960	9,640	9,770	-3%	-320	-2%	-190
VHT	hrs	475	485	485	2%	10	2%	10
Vehicle Delay	sec	30	29	29	-5%	-1	-3%	-1
Vehicle Speed	km/h	37.8	34.7	35.5	-8%	-3	-6%	-2
Weighted Vehicle Speed	km/h	37.0	34.4	35.0	-7%	-3	-5%	-2

Core Area		Base	Scenario 1	Scenario 2	Scenario 1 v.s. Base		Scenario 2 v.s. Base	
Performance Measures	Peak Hour	PM	PM	PM	PM	PM	PM	PM
VKT	km	9,694	9,417	9,430	-3%	-277	-3%	-264
VHT	hrs	525	604	552	15%	78	5%	26
Vehicle Delay	sec	32	32	32	-1%	0	0%	0
Vehicle Speed	km/h	37.3	34.0	34.5	-9%	-3	-7%	-3
Weighted Vehicle Speed	km/h	35.9	31.8	33.0	-11%	-4	-8%	-3

Appendix B – Details of crash data

Hobart CBD Crash Data 2016 - 2020 (GIS shapefile)

The results of spatial data analysis (crash data 2016 – 2020) have minor difference compared to Hobart CBD crash statistics report. However, the overall pattern of crash type and locations is consistent between the two datasets.

Crash Types	Number of Crashes
110 - Cross traffic	96
130 - Vehicles in same lane/ rear end	81
144 - Parking vehicles only	66
160 - Parked	48
169 - Other on path	45
133 - Vehicles in parallel lane/ lane side swipe	41
149 - Other manoeuvring	40
136 - Vehicles in parallel lane/ right turn side swipe	40
109 - Other pedestrian	37
137 - Vehicles in parallel lane/ left turn side swipe	30
139 - Other same direction (including vehicle rolling backwards)	25
142 - Leaving parking	23

Crash Types	Number of Crashes
163 - Vehicle door	23
143 - Entering parking	22
100 - Near side	22
147 - Emerging from driveway or lane	20
102 - Far side	19
131 - Vehicles in same lane/ left rear	12
145 - Reversing	11
135 - Vehicles in parallel lane/ lane change left	9
146 - Reversing into fixed object or parked vehicle	9
132 - Vehicles in same lane/ right rear	9
111 - Right far	9
121 - Right through	8
154 - Pulling out (rear end)	7
134 - Vehicles in parallel lane/ lane change right (not overtaking)	5
189 - Other curve	5
140 - U turn	4
-	3
174 - Out of control on carriageway	3
116 - Left near	2
107 - Driveway	2
179 - Other straight	2
194 - Parked car run away	2
123 - Right/left	2
199 - Unknown	2
112 - Left far	2
108 - Struck while boarding or alighting vehicle	2
148 - From footway	1
198 - Other	1
114 - Two right turning	1
152 - Pulling out	1
101 - Emerging	1
181 - Off right bend into object/parked vehicle	1
159 - Other overtaking	1
Grand Total	**795**

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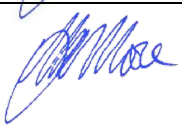
Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	Phil Guo Shane Quinn Joanne Deng	Phil Guo		Angela Moore		14/09/2020
1	Phil Guo	Phil Guo		Angela Moore		24/09/2020
2	Phil Guo	Phil Guo		Angela Moore		13/10/2020
3	Phil Guo	Phil Guo		Angela Moore		21/10/2020

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ATTACHMENT 6 – Engagement report and individual responses

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Attachment 6

Stakeholder Engagement Summary Report

Proposed Speed Limit Reduction for the CBD and Suburban Retail Precincts

September 2020

Prepared by

YOUR SAY HOBART

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City of HOBART

Executive Summary

The Hobart City Council resolved at its meeting on 6 July 2020 to request the Transport Commissioner change the current 50 km/h speed limits in the Central Hobart CBD and suburban retail precincts to 40km/h. Separate applications for the CBD and each suburban retail precinct will be made to the Transport Commissioner to allow for any minor modifications that may be required in respect of suburban retail precinct hours of operation or zone extent.

The Council also resolved to engage with key stakeholders and document their views in response to the proposal as part of the submission to the Transport Commissioner - who is the final decision maker in the determination of speed limits in Tasmania on public roads.

The purpose of this engagement was to inform identified stakeholders about the proposal to reduce speed limits in the CBD and suburban retail precincts and to seek their feedback on the proposed changes to inform the final submission to the Transport Commissioner.

The City of Hobart wrote to the following key stakeholders on 25 August requesting their feedback on the proposed speed reductions:

- Australian Medical Association Tasmania (AMA Tas)
- Australian Nursing and Midwifery Association
- Bicycle Network Tasmania
- Council of Hobart Community Associations including – Lenah Valley Community Association, South Hobart Progress Association, New Town Community Association, Mount Stuart Residents Association, Hobart not Highrise, Friends of Sandy Bay Rivulet, Glebe Residents Association, Battery Point Community Association, Fern Tree Community Association
- Heart Foundation
- Menzies Institute for Medical Research
- Metro Tasmania
- Road Safety Advisory Council
- Royal Automobile Club of Tasmania
- Royal College of Surgeons
- Tasmania Police
- Tasmanian Bus Association
- Tasmanian Chamber of Commerce and Industry
- Tasmanian Motorcycle Council
- Tasmanian Small Business Council
- Tasmanian Transport Association

Stakeholders were provided with the following information (see separate attachments):

- City of Hobart documents:
    - *Proposed speed limit reduction for the Hobart CBD and Suburban Retail Precincts & Feedback Form*
    - *Proposed Speed Limit Reductions 2020 – Hobart CBD and Suburban Retail Precincts mapping*
    - *Proposed Speed Limit Reduction in Hobart CBD and Retail Precincts* fact sheet
    - *Hobart CBD Crashes – 2015-2020*
    - *Retail Precinct Crashes – 2015-2020*

    - *City Infrastructure Committee Agenda Item 6.2 Request For Speed Limit Reduction in Hobart Central Business District and Retail Precincts File Ref: F20/61264 (24 June 2020) (separately available)*
    - *Council Minutes 6 July 2020 Item 10. Request For Speed Limit Reduction in Hobart Central Business District and Retail Precincts File Ref: F20/61264 (separately available)*
- Road Safety Advisory Council fact sheet: *Higher Speed, Greater Impact: Towards Zero Action Plan 2020 – 2024*

Council officers also presented information about the proposal to the Council of Hobart Community Associations (CHCA) monthly meeting on 19 August.

The period of engagement was from 24 August to 16 September. Identified stakeholders were asked to provide their support or otherwise for the speed limit reductions in both the CBD and suburban retail precincts through a short survey (feedback form). Stakeholders were also given the opportunity to provide a written submission or request a briefing from Council officers.

Completed feedback forms and submissions were received from the following stakeholders (see Appendices):

- Australian Medical Association Tasmania (AMA Tas)
- Bicycle Network Tasmania
- Heart Foundation (Tas)
- Hobart Chamber of Commerce
- Lenah Valley Community Association
- Menzies Institute for Medical Research
- Metro Tasmania
- New Town Community Association
- Road Safety Advisory Council
- Royal Automobile Club of Tasmania (RACT)
- South Hobart Progress Association
- Tasmania Police
- Tasmanian Transport Association

The findings from these submissions are documented below.

1. Findings

Do you support the concept of a lower speed limit in the Hobart CBD?

Organisation	Support Yes/No
AMA Tas	Yes
Bicycle Network Tasmania	Yes
Heart Foundation Tasmania	Yes
Hobart Chamber of Commerce	No
Lenah Valley Community Association	N/A
Menzies Institute for Medical Research	Yes
Metro Tasmania	Yes
New Town Community Association	N/A
Road Safety Advisory Council	Yes
RACT	Yes
South Hobart Progress Association	Yes
Tasmania Police	Yes
Tasmanian Transport Association	Yes

Do you support the concept of a lower speed limit in Hobart's suburban retail precincts?

Organisation	Support Yes/No
AMA Tas	Yes
Bicycle Network Tasmania	Yes
Heart Foundation Tasmania	Yes
Hobart Chamber of Commerce	No
Lenah Valley Community Association	Yes
Menzies Institute for Medical Research	Yes
Metro Tasmania	Yes
New Town Community Association	Support for proposed New Town speed limit reduction
Road Safety Advisory Council	Yes
RACT	Yes
South Hobart Progress Association	Yes
Tasmania Police	Yes
Tasmanian Transport Association	Yes

Would you like to provide any further comments in relation to this issue?

Key Theme – support for speed limit reductions	
What you said: *"The Heart Foundation supports the concept of lower speed limits on streets, especially in peak pedestrian areas such as Hobart's CBD and suburban retail precincts."* *"The council is to be commended for lowering speed limits in areas where people are more likely to be walking and riding {Bicycle Network Tasmania]"* *"AMA Tasmania has consulted with its members and received strong support for the lowering of the speed limit"* *"RACT is supportive of the introduction of reduced speed limits in the Hobart CBD and other identified retail precincts"* *"We [Menzies Centre] would like to congratulate Hobart City Council on proposing these important changes to [lower] speed limits in the Hobart CBD and retail precinct, and strongly support their introduction as an important avenue for improving public health and safety."* *"The Tasmanian Transport Association supports the speed limit reduction for the locations specified and identified in the proposal"* *"From a public safety perspective, Metro Tasmania supports the Road Safety Advisory Council's Towards Zero Action Plan 2020-2024 and City of Hobart's proposed reduction of speed limits in CBD areas with high levels of pedestrians and parking manoeuvres."* *"The Lenah Valley Community Association agrees with the 40km/h speed limit in suburban retail precincts. We don't feel qualified to comment on the proposed speed limit reductions for the CBD "* *"At the last meeting, the [New Town Community Association] committee came to the general consensus that we supported the proposed reduction. There was a feeling that the reduction to 40 km/h during normal daylight hours would make little practical difference anyhow."* *"Tasmania Police support the proposed changes as a road safety initiative aimed at reducing the number and severity of crashes in the Hobart CBD and suburban retail precincts, as part of the State Governments Towards Zero Road Safety Strategy 2017 – 2026."* *"RSAC [Road Safety Advisory Council] therefore supports lower speed limits in the Hobart CBD and in suburban retail precincts"*	What we heard: There is a broad level of support for the proposed speed limit reduction in the Hobart CBD and suburban retail precincts from the stakeholder organisations that responded

Key Theme – unsupportive of speed limit reductions	
What you said: *"The Hobart Chamber of Commerce does not support the proposals at this time as it feels the measures will have a detrimental impact on the visitation to the city with little impact on the number of accidents and personal injuries."*	What we heard: There is some concern that reduced speeds in the CBD will negatively impact visitation to the city.

Key Theme – 40 km/h is not low enough	
What you said: *"40 km/h speed limits do not go far enough, especially in the centre of the city. It would be encouraging to see the council commit to the globally recognised standard of 30 km/h in streets that are popular for walking and riding. This would signal the council is serious about road safety and transforming Hobart into a city that caters for all road users of all ages and abilities, and not just car drivers."* *"Reduction of speed limits to 40 km/h is a positive step. If the reduction proves successful it would be worth revisiting the original proposal of a 30 km/h limit"* *"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."* *"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."*	What we heard: While key stakeholders support the introduction of lower speed limits, several stakeholders commented that they would like to see 30 km/h speed limits introduced in these areas.

Key Theme – public health benefits	
What you said: *"the evidence is that lower speeds will result in less severe or minor injuries and the likelihood of significant vehicular/property damage or serious/fatal injury is significantly reduced"* *"The substantial public health benefits far outweigh the minor potential inconvenience of a small increase in travel time. Evidence in Australia and internationally indicates that lower speed limits have a positive impact on public health through two key mechanisms:* - *Fewer and less severe traffic incidents* - *Increased pedestrian and cyclist activity"* *"lowering the speed limit is not just about preventing harm and injury but promoting a more child, pedestrian and bike friendly environment that encourages physical exercise, thereby improving the overall health and wellbeing of people"*	What we heard There was significant agreement that a reduction in speed limits will lead to public health benefits

"Reducing speeds on these types of streets encourages physical activity (particularly when combined with other street design improvements that we note the City of Hobart is undertaking), which is good for health (including heart health)." *"By reducing the speed limit throughout the Hobart CBD and retail precinct, more people are more likely to be physically active, leading to healthier, more productive lives and less burden on families, communities, and our fragile health care system."* *"from a safe systems and risk perspective, reduced speed limits in these areas can provide greater consistency and regulation of traffic flow, slowing speeds and reducing the impact of accidents. This can contribute positively to the safety of others using those areas such as pedestrians, cyclists, other road users, and for heavy vehicle operators who need to access these locations in the course of providing essential freight services and supporting economic activity"* *"Slower speed can help create safer spaces for active travel including walking and cycling."* *"Speed is a factor in a third of serious casualty crashes on Tasmanian roads. The relationship between speed and road crashes has been studied extensively. Research findings consistently show that the likelihood of a crash and the severity of an injury increase exponentially as speed increases. Speed is far and away the key determinant of the amount of force unleashed in a crash."* *"Research has shown that at impact speeds of greater than 30km/h the risk of a pedestrian being killed in a collision with a vehicle increases dramatically. Therefore under a Safe System, speed limits should be set at around 30km/h, where there is a high level of interaction between pedestrians and motor vehicles."*	

Key Theme – extension of locations	
<u>What you said:</u> *"There was support for similar changes to be instituted in the Sandy Bay Retail District as well as along Augusta Road in New Town, with the addition of an extension of the 40km/h speed limit to include the stretch of Augusta Road in front of Calvary Hospital"* *"The [South Hobart Progress] Association believes the proposed 40km extension along Macquarie St should be extended to at least cover St John's hospital and the adjacent doctor's surgery to cater for both heavy traffic and pedestrians. It would be worth*	<u>What we heard:</u> There is some support for an extension of the 40km/h zones in the following locations: - Augusta Rd to include the section of the road outside Calvary Hospital; - Macquarie St to extend to St. Johns

considering extending it even further to the Cascade Brewery given extensive use of McRobies Gully and tourist visits" *"The Association understands much of Davey St is the responsibility of the State Government. However the same logic for reducing speed in Macquarie St applies to Davey Street particularly given the crash history of Davey St"* *"The Association is in the process of considering a policy of 40km throughout the whole suburb [South Hobart]. We look forward to further discussions on the subject"*	Hospital and/or Cascade Brewery - Davey St - Consideration of a 40km throughout South Hobart

Key Theme – additional measures to improve road safety	
What you said: *"Better traffic signage, including speed limit signage (for example, painted on the road where these changes begin and end), upgrading the condition of roads, more policing of driver behaviour, including mobile phone usage while driving, tailgating and not indicating, as well as a need for more compulsory driver training."* *"A summer marketing campaign to extoll the virtues of the city and our desire for it to be a pleasant and safe destination for all Tasmanians to visit would highlight city users to be more aware of their surroundings with a flow on safe place effect."*	What we heard: There are several measures that could be introduced to improve road safety for all users

Key Theme – bike lanes	
What you said: *"enhanced, extended, and protected bike lanes, with separate bike paths away from roads where possible, would improve safety for bike riders"*	What we heard: In addition to lower speeds, separated bike lanes would improve bike safety

Key Theme – impacts on travel times	
What you said: *"There was concern that the numbers presented for increased transit times are based on simple calculations, that do not take into account the fact that slower transit within the city will be magnified by stopping and starting related to traffic light changes and driver decisions."* *"Reductions in speed limits in these areas are not anticipated to have a negative impact on public transport travel times."*	What we heard: There is some concern that reduced speed limits will have an impact on travel times Some submissions didn't think the speed limit reductions would negatively impact travel times

Key Theme – additional benefits	
What you said: *"We spend more time in streets and spaces that are designed for people rather than cars. Higher dwell-time and footfall has the potential to increase a vicinity's trade, and boosts its vitality."* *"consistency assists drivers, particularly those who are older or less experienced, to more easily drive at the correct speed and allows all drivers to pay more attention to driving safely; increased pedestrian and cyclist safety is good for local business, as those on foot/bicycle are more likely to stop; and, coupled with signal coordination, there are environmental benefits to be gained due to reduced emissions and fuel consumption associated with better driving conditions and fewer cars due to increased walking and cycling."*	What we heard: Streets with lower speeds have the potential to boost trade to local businesses and have environmental benefits

Key Theme – clear signage is required to avoid confusion	
What you said: *"These speed limit reductions must be well signed and include painted 'on-road' speed signage."* *"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."* *"Driver attention is already being stretched by the numbers of speed signs, parking signs, advertising signs, traffic lights, intersections, pedestrians, lane markings and cyclists. To add yet another confusing variable in the form of precinct/street specific speed rules where there is sometimes just a couple of hundred metres between them significantly adds to the confusion of drivers and will drive them out of the city."*	What we heard: Any changes to speed limits must be accompanied by clear and visible signage – particularly in the CBD where there is a mix of speed limits

Key Theme – hours of operation	
What you said: *"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."*	What we heard: Some consideration needs to be given to the hours of operation for speed limits in the suburban retail precincts

Key Theme – concerns with crash data	
What you said: *A significant number of crashes (pedestrian and non-pedestrian) appear to be occurring at traffic lights (HOBART CBD CRASHES –*	What we heard: There is some concern that the crash data doesn't

2015-2020) which suggests that unless a vehicle is travelling through a red light, it is turning left or right. It is not likely that any vehicle negotiating a left or right hand turn at a city intersection will be travelling in excess of 40kmh in the best of conditions. If this is the case, why do the speed limits need to alter? *"Has speed testing been undertaken to determine that vehicles are travelling faster than the current speed limits and causing accidents? Many city street users may claim that at most of the times the proposed speed reductions would be in force, it is nearly impossible to travel at the limit now, as a result of the natural traffic flow and speed."*	support a reduction of speed limits to 40km/h

Key Theme – impacts on businesses	
What you said: *"It is vital that this [commercial] sector retains and increases its viability and profitability for the city to maintain its current income levels. Any diminution of that through business unfriendly policies will further erode the appeal for business and enterprise to exist in this space and will enable neighbouring municipalities to take advantage."*	What we heard: There is some concern that CBD businesses will be negatively impacted by the proposed reduction in speed limits

Key Theme – issues with enforcement	
What you said: *"How will the proposed limits be enforced? Unless offenders are prosecuted by the use of unmanned static cameras, the presence of police physically pulling drivers over in an already congested street will create an even more unsafe environment for city users. Has the cost of enforcement been calculated and who will have budgetary responsibility and oversight?"*	What we heard: Some stakeholders were concerned about how speeds limits would be enforced.

2. Discussion

As presented above, there is strong support for a speed limit reduction in the CBD and in Hobart's suburban retail precincts. There is some concern about the potential negative impacts a speed limit reduction will have on businesses in the CBD.

The results of this engagement will be provided to the Transport Commissioner with the technical data as part of the City of Hobart's application for reducing speed limits in the CBD and suburban retail precincts.

3. Appendices

A. *City of Hobart "Proposed speed limit reduction for the Hobart CBD and Suburban Retail Precincts & Feedback Form"*

B.City of Hobart Proposed Speed Limit Reduction in Hobart CBD and Retail Precincts fact sheet

C. Hobart CBD Crashes – 2015-2020

D. Road Safety Advisory Council fact sheet: Higher Speed, Greater Impact: Towards Zero Action Plan 2020 – 2024

E. Australian Medical Association Tasmania (AMA Tas)

F. Bicycle Network Tasmania

G. Heart Foundation (Tas)

H. Hobart Chamber of Commerce

I. Menzies Institute for Medical Research

J. Metro Tasmania

K. Road Safety Advisory Council

L. Royal Automobile Club of Tasmania (RACT)

M. Tasmania Police

N. Tasmanian Transport Association

City of HOBART

PROPOSED SPEED LIMIT REDUCTION FOR THE HOBART CBD

AND SUBURBAN RETAIL PRECINCTS

You are invited to have your say on the proposed speed limit reduction for the Hobart CBD and suburban retail precincts.

As you may be aware the Hobart City Council has resolved to request the Transport Commissioner change the current 50 km/h speed limits in the Central Hobart CBD and suburban retail precincts to 40km/h. The original City Infrastructure Committee report (24 June 2020) and the subsequent Council resolution (6 July 2020) are available on the City of Hobarts website and are attached in this information package.

The Council also resolved to engage with key stakeholders and document their views in response to the proposal as part of the submission to the Transport Commissioner who is the final decision maker in the determination of speed limits in Tasmania on public roads.

The enclosed mapping shows the areas proposed for change within the Hobart CBD and suburban retail precincts. Also included with this correspondence is a fact sheet on the proposed speed limit reduction and information on Hobart Vehicle Crashes 2015-2020.

It is intended that separate applications for the CBD and each retail precinct will be made to the Transport Commissioner to allow for any minor modifications that may be required in respect of suburban retail precinct hours of operation or zone extent.

Council officers are available to discuss the proposal with you or your organisation's representative/s should you wish.

Please contact Jessica Wilson (Senior Advisor Community Engagement) on 6238 2845 or via email wilsonje@hobartcity.com.au to arrange a suitable time and venue for a meeting.

Alternatively, the attached short form feedback form (included here) can be used and returned to the City of Hobart in the reply paid envelope. You are also welcome to provide a detailed written response including any supporting information you may wish to provide.

Your response will be included with the material provided to the Transport Commissioner unless you advise us otherwise.

Please ensure feedback forms and / or written responses are returned by 11 September 2020 to be recorded and form part of the report provided to the Transport Commissioner.

FEEDBACK FORM

Organisation or group providing feedback:

Name:

Do you support the concept of a lower speed limit in the Hobart CBD?

☐ Yes

☐ No

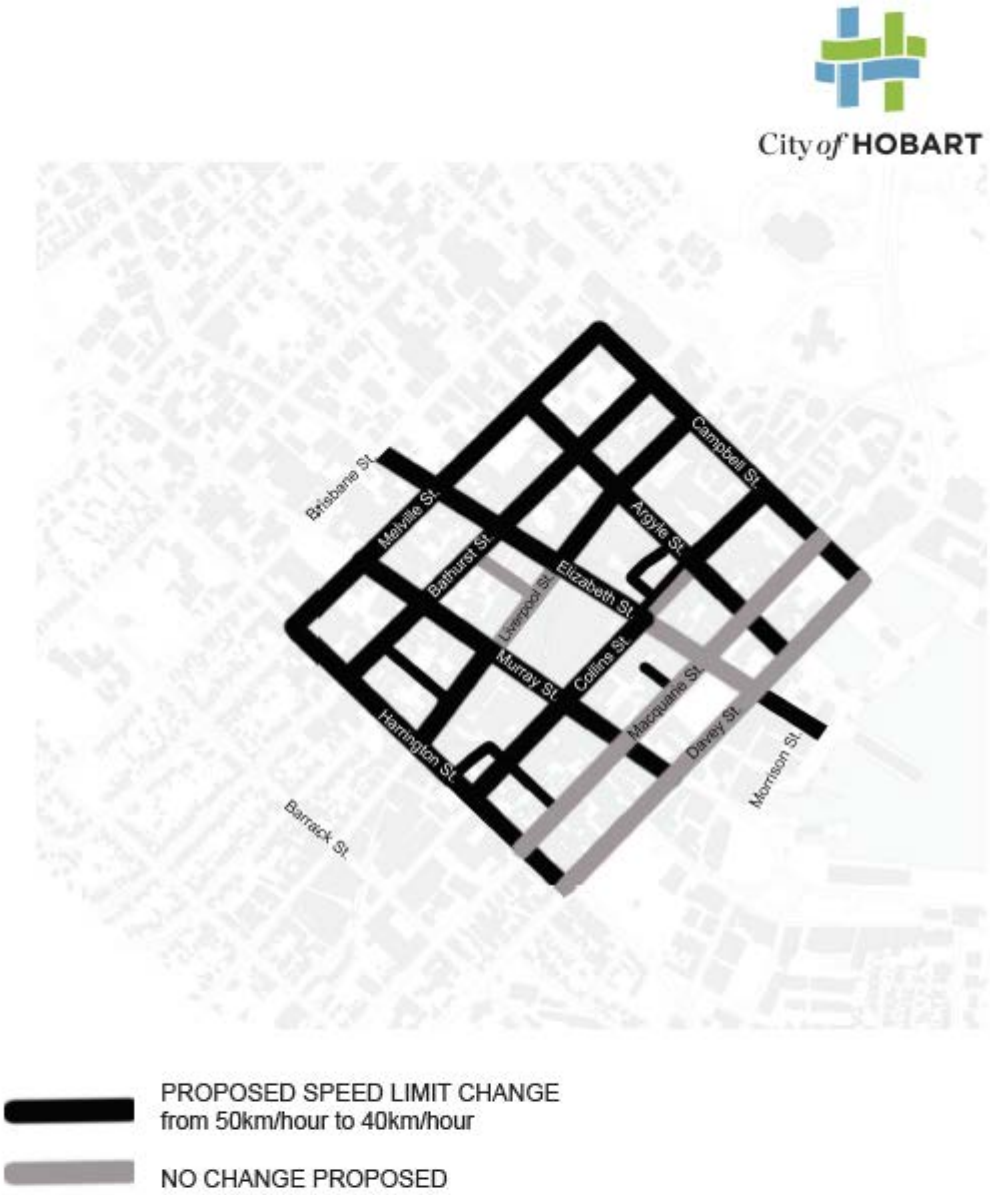
Do you support the concept of a lower speed limit in Hobart's suburban retail precincts?

☐ Yes

☐ No

Would you like to provide any further comments in relation to this issue?

Proposal Location maps



PROPOSED SPEED LIMIT REDUCTIONS 2020
Hobart CBD

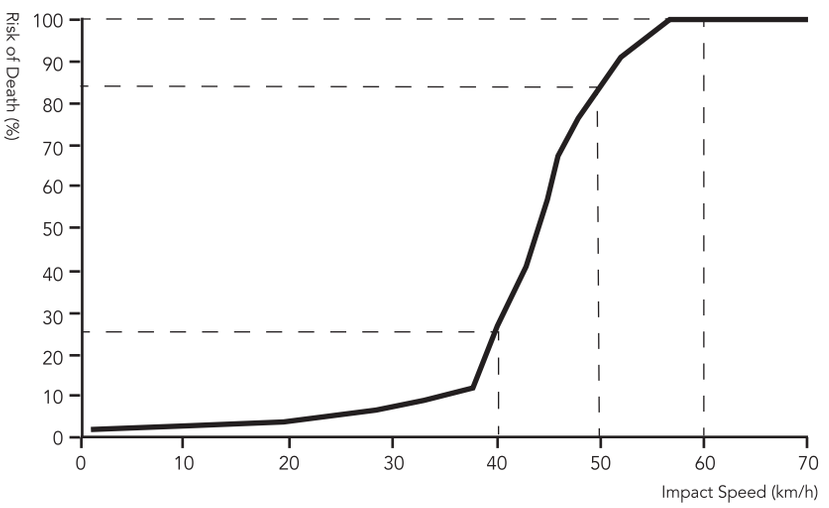
PROPOSED SPEED LIMIT REDUCTION IN HOBART CBD AND RETAIL PRECINCTS

A lowering of traffic speed limits is proposed for the Hobart CBD and key suburban retail precincts. Presently, the majority of roads in the City of Hobart have a 50 km/h speed limit. Lowering speed limits in areas with high pedestrian numbers and high parking turnover improves safety for all road users.

Speed limits of 40 km/h or lower are standard in most Australian capital cities.

Lower speeds mean fewer crashes and less severe injuries when crashes do occur.

Reduced vehicle speeds also support actions to widen footpaths to improve safety and amenity and to expand outdoor dining areas.

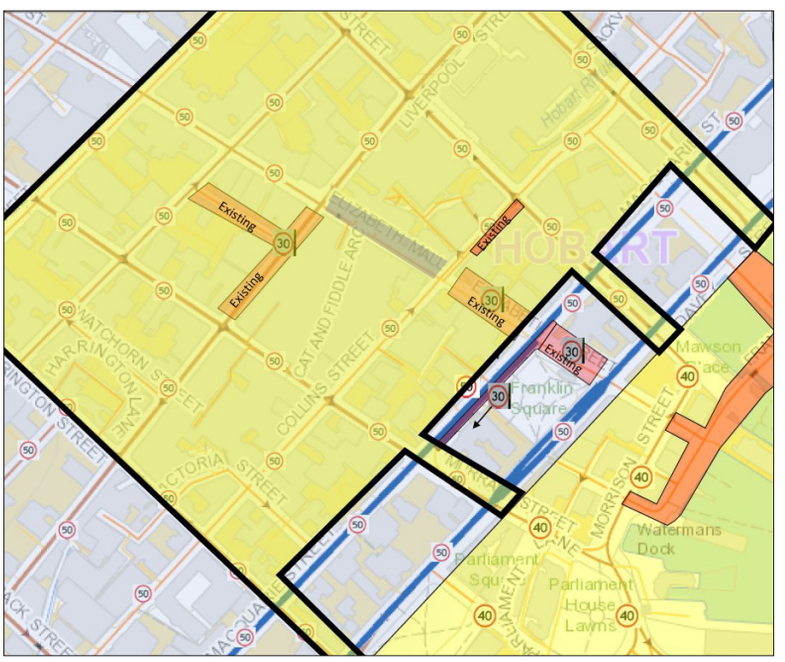


Probability of fatal injury in relation to vehicle speed
(Improving Pedestrian Safety, Curtin-Monash Accident Research Centre)

PROPOSED CBD 40 KM/H ZONES

It is proposed that all streets within the yellow area of the map that are currently 50km/h will be reduced to 40km/h. These include:

- Parts of **Elizabeth St** between Brisbane and Davey sts that are currently 50km/h
- **Melville St** and **Bathurst St** between Harrington and Campbell sts
- **Harrington St**, **Murray St**, **Argyle St** and **Campbell St** between Melville and Davey sts
- **Liverpool St** and **Collins St** between Harrington and Murray, and between Argyle and Campbell sts
- **Market Pl**, **Kemp St**, **Trafalgar Pl**, **Purdys Mart**, **Wellington Ct**, **Harrington Ln**, **Watchorn St**, **Victoria St** and **Bidencopes Ln**.



Streets that currently have lower speed limits such as the Elizabeth St Bus Mall and Liverpool St between Elizabeth and Murray sts (30 km/h) will not be changed.

SUBURBAN RETAIL PRECINCTS

A reduced speed limit of 40 km/h in key retail, dining and pedestrian precincts is standard in many Australian cities and towns. It has been demonstrated to improve safety for pedestrians, cyclists and motorists and improve access to businesses. 40km/h zones already operate in North Hobart and Moonah.

A 40 km/h speed limit is proposed during main trading hours in the retail precincts at:

- Lenah Valley
- Sandy Bay
- New Town
- South Hobart
- North Hobart (extension of existing zone)

Reduced speed limits would apply in these areas from 7 am to 7 pm Monday to Thursday, and 7 am to 10 pm Friday to Sunday.

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

TIME DIFFERENCE

Travelling at 40 km/h, the increase in travel time over a distance of 1km compared to a speed of 50 km/h is just 18 seconds.

Vehicle speed	Travel time over 1 km	Difference
50 km/h	72 seconds	
40 km/h	90 seconds	+18 seconds

MAJOR ARTERIAL ROADS

All state controlled major arterial roads such as Macquarie and Davey Streets, Brooker Avenue and Tasman Highway are not proposed to change.

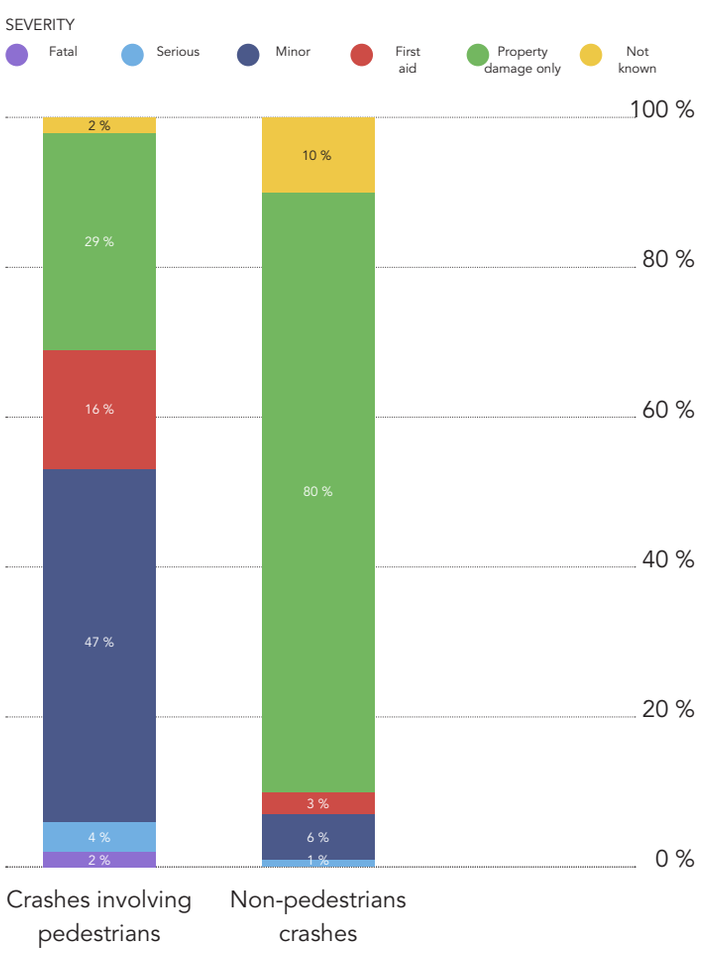
CRASH DATA

Crashes cause damage to property, reduce traffic flow and can cause serious injuries and fatalities.

Since 2009, there have been 1100 recorded crashes within the boundary of these proposed CBD speed limit changes. While most were minor or required only first aid, there were nine serious crashes and two fatalities recorded.

About 10 per cent of crashes involved pedestrians. This includes both of the fatalities and five of the serious crashes.

CRASHES BY SEVERITY - HOBART CBD - PEDESTRIAN INVOLVED AND NON-PEDESTRIAN



HOBART CBD CRASHES – 2015-2020

1190 crashes were recorded in the Hobart CBD area in the period 2015-2020 (to 30 June).

Of these 1190, 833 (70%) occurred in on-road locations. The remaining 357 (30%) occurred in off-road locations – typically car parks (Centrepoint and Argyle car parks account of 2/3rds of all off road crashes).

The location of crashes over the 5 year period is as per the map below. Green=on-road, red=off-road. The extent of selected crashes is as per the *Indicative Proposed Speed Limit Changes to Hobart Central Business District* provided as Attachment A to the City of Hobart City Infrastructure Committee Meeting of Wednesday, 24 June 2020.

With the 357 off-road crashes excluded, the distribution of the 833 on-road CBD-area crashes by year and severity is as per the table below.

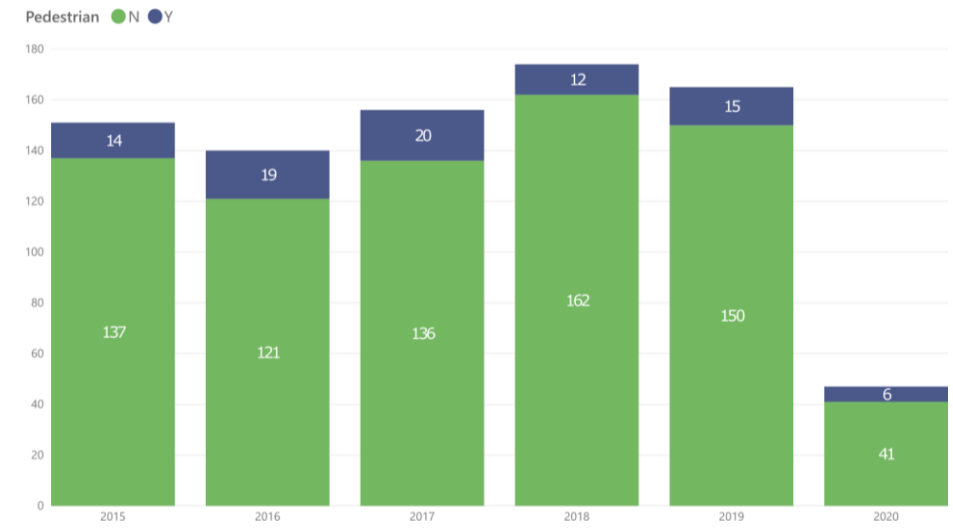
Year	Fatal	First Aid	Minor	Not known	Property Damage Only	Serious	**Total**
2015		11	10	1	127	2	**151**
2016	1	10	18		110	1	**140**
2017		11	14		130	1	**156**
2018		8	8	1	155	2	**174**
2019	2	5	19		137	2	**165**
2020		1	5		41		**47**
Total	**3**	**46**	**74**	**2**	**700**	**8**	**833**

HOBART CBD CRASHES – 2015-2020

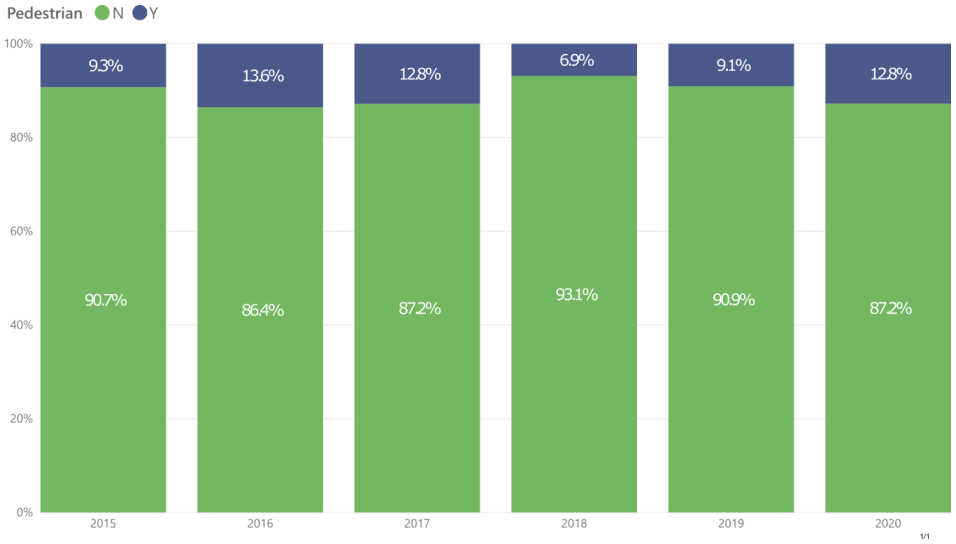
Further refining the table to only pedestrian-involved results in the below annual severity counts.

Year	Fatal	First Aid	Minor	Property Damage Only	Serious	**Total**
2015		4	5	3	2	**14**
2016	1	3	7	7	1	**19**
2017		6	9	4	1	**20**
2018		2	5	4	1	**12**
2019	2	1	9	2	1	**15**
2020		1	3	2		**6**
Total	**3**	**17**	**38**	**22**	**6**	**86**

Annual counts for both non-pedestrian and pedestrian-involved crashes are as below.



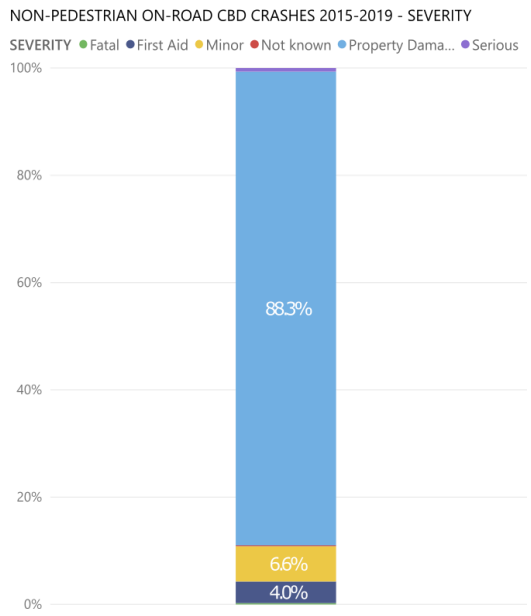
While, on average, pedestrian-involved crashes account for approximately 10 per cent of on-road crashes in the Hobart CBD area they account of 80 per cent of serious casualties. The annual percentage split non-pedestrian/pedestrian are as below.

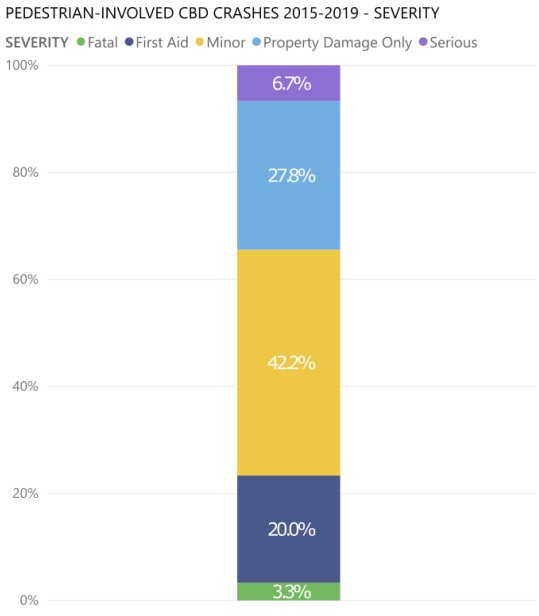


HOBART CBD CRASHES – 2015-2020

The vast majority (90%) of non-pedestrian-involved crashes in the Hobart CBD result in property damage only.

The severity percentage split for pedestrian-involved crashes sees only a quarter of crashes resulting in property damage only. The remaining two-thirds result in some form of casualty with a little over 10 per cent of crashes involving pedestrians resulting in a serious casualty (i.e. fatality or serious injury).

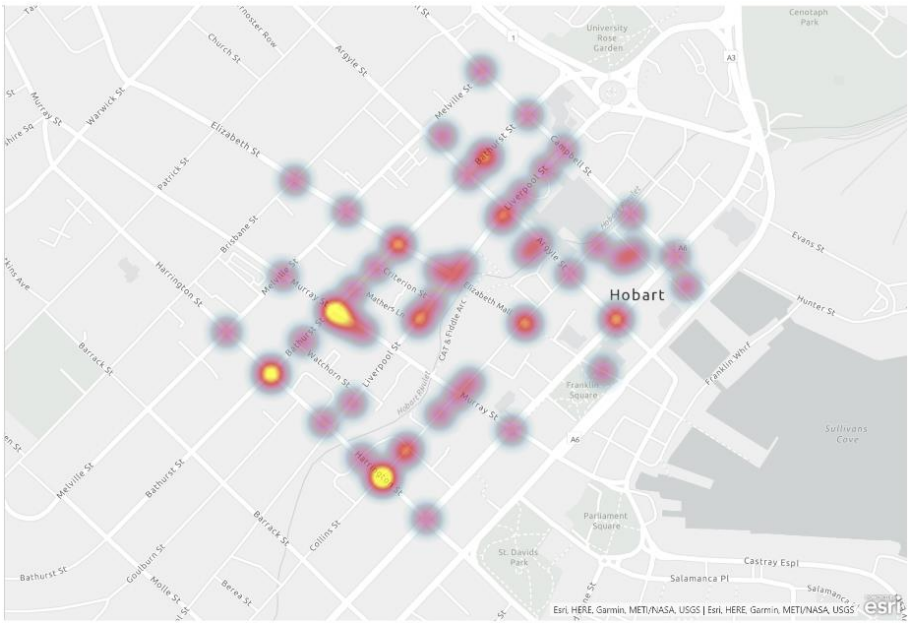




The 833 on-road crashes are widely dispersed throughout the Hobart CBD. Sections of Murray St, Liverpool St, Collins St and Argyle St, as well as the intersections of Argyle/Bathurst and Campbell/Bathurst are prominent.

HOBART CBD CRASHES – 2015-2020

With all non-pedestrian-involved crashes filtered out, the heat map below indicates that pedestrian-involved crashes are fairly widely dispersed throughout the Hobart CBD. There are a number of 'hot spots' evident including the intersections of Harrington/Bathurst, Murray/Bathurst and Harrington/Collins



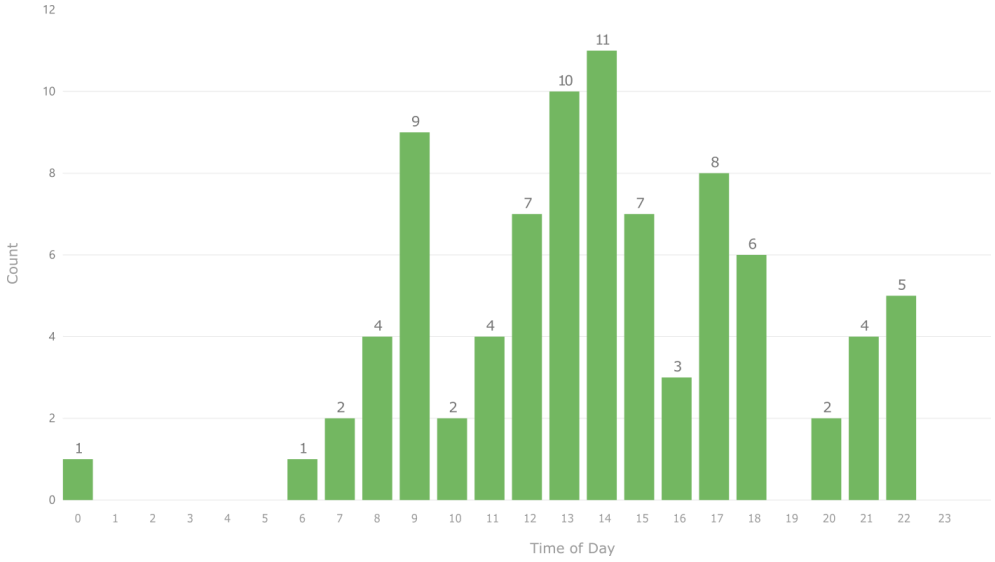
Of the 90 CBD-area pedestrian-involved crashes, 53 (62%) occurred at signalised intersections. Typically thee situations involved a pedestrian crossing legally on the green man being struck by a turning vehicle, usually at low speed. The majority of these crashes resulted in injuries to the pedestrian. Crashes of this type resulted in 2 of the 3 pedestrian fatalities and 4 of the 6 serious injuries.

A further 9 (10%) involved a pedestrian being hit by a reversing vehicle, typically where a pedestrian waiting to cross a road behind a parked car is hit when that vehicle reverses to manoeuvre into traffic.

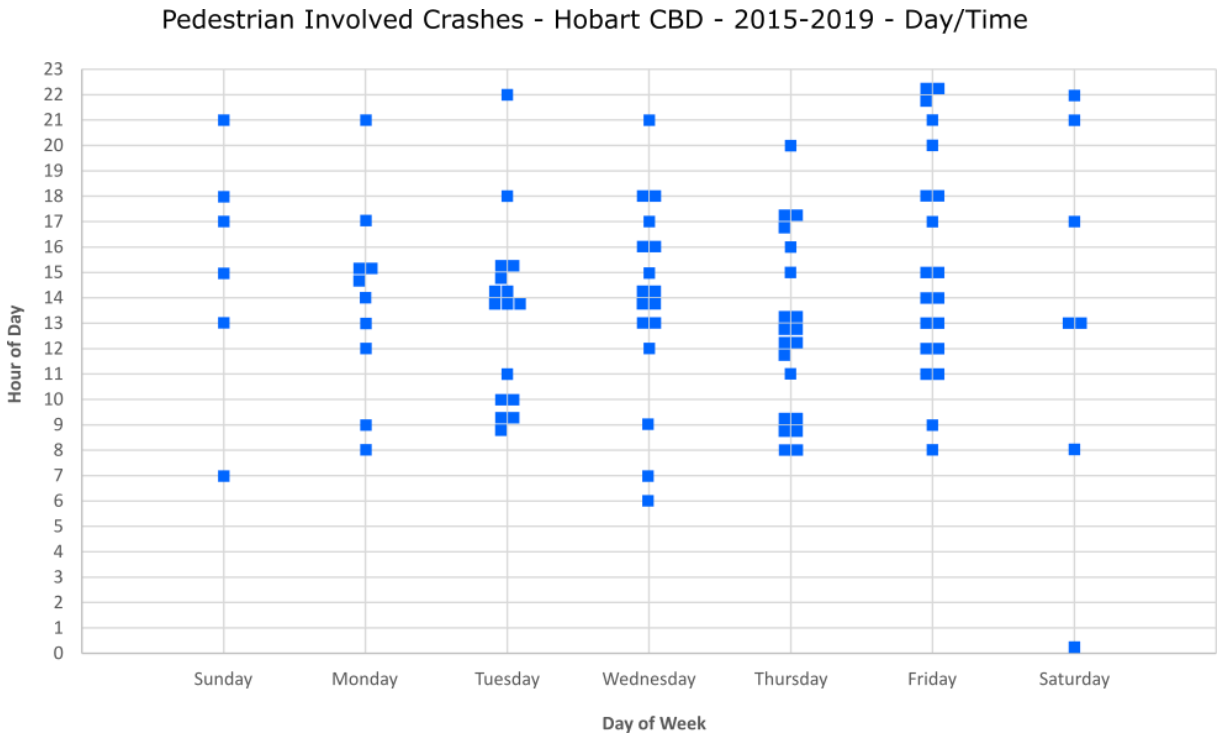
Summary	Fatal	First Aid	Minor	Property Damage Only	Serious	**Total**
Ped hit by vehicle at signals	2	10	29	8	4	**53**
Ped hit by reversing vehicle		2	4	3		**9**
Ped walked in front of vehicle		2	1	5	1	**9**
Ped hit by passing vehicle		2		2		**4**
Ped hit by turning vehicle	1		2			**3**
Ped crossed in front of vehicle			1	1		**2**
Ped hit by Vehicle				1	1	**2**
Ped hit by maneuvring vehicle				1		**1**
Ped hit by out of control vehicle		1				**1**
Ped hit by vehicle exiting car park				1		**1**
Ped hit by vehicle exiting driveway			1			**1**
Total	**3**	**17**	**38**	**22**	**6**	**86**

HOBART CBD CRASHES – 2015-2020

The majority of pedestrian-involved crashes occurred in daylight hours with the peak in the early-PM.



Pedestrian-involved crashes were also relatively evenly distributed across the days of the week. Some clustering is evident in the middle the day and week with fewer pedestrian-involved crashes on the weekends.



HIGHER SPEED, GREATER IMPACT

Towards Zero Action Plan 2020-2024

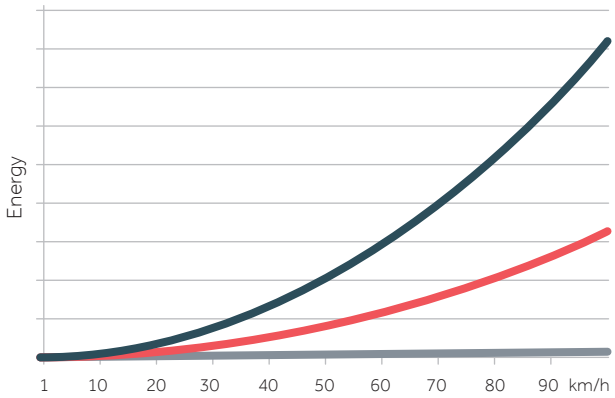
THE SITUATION

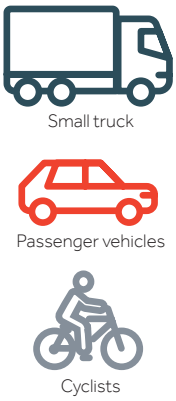
Speed is a factor in a third of serious casualty crashes on Tasmanian roads.

The relationship between speed and road crashes has been studied extensively. Research findings consistently show that the likelihood of a crash and the severity of an injury increase exponentially as speed increases.

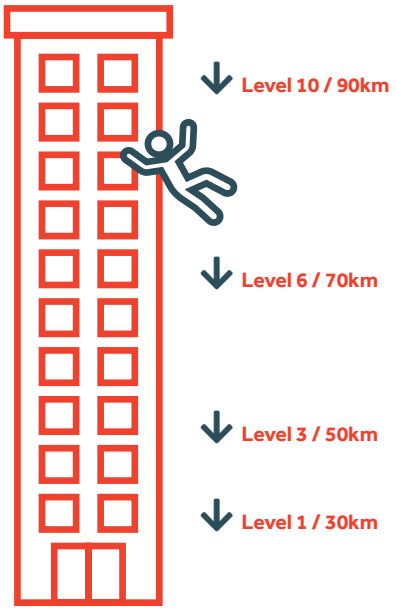
Speed is far and away the key determinant of the amount of force unleashed in a crash.

VEHICLE SPEED AND KINETIC ENERGY





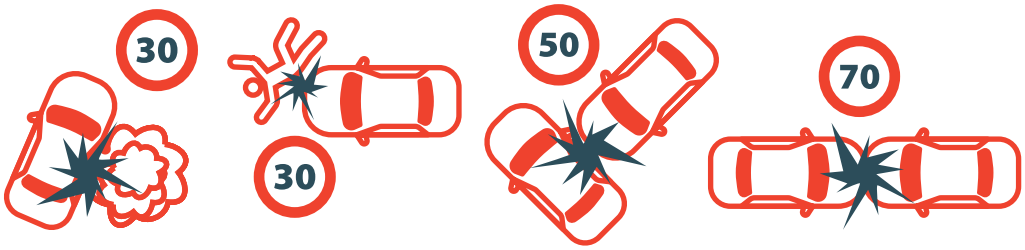
ENERGY FORCES IN A CAR CRASH



We have an immediate sense of danger about falling from height. In contrast, we find it difficult to comprehend the energy forces in a car crash and the consequent impacts on the human body.

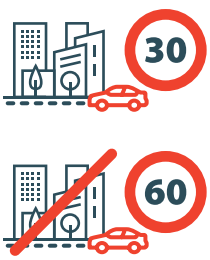
HUMAN TOLERANCE IN CRASH SITUATIONS

Speed limits need to reflect the safety features of the road, taking into account that humans make mistakes and our bodies have a limited tolerance for energy released in a road crash.



Side impact with tree | Impact with pedestrian | Side impact | Head-on

SOLUTIONS FOR SAFER SPEEDS



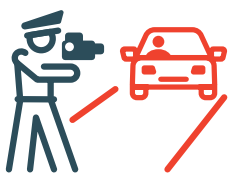
Safe and credible speed limits

Road user education

Vehicles that help drivers comply with speed limits

Self-explaining, self enforcing roads

Stricter laws



Effective and frequent traffic law enforcement activities

AMA TASMANIA
ABN 11 009 484 931

9 September 2020

Hobart City Council
Consultation on CBD Speed Limits
Email: wilsonje@hobartcity.com.au

To whom it may concern

Re: Proposed Speed Limit Reductions within the Hobart CBD

Thank you for the opportunity to comment on the Hobart City Council's proposal to reduce the speed limit from 50 km/h to 40 km/h on certain roads within the Hobart Central Business District (CBD) and suburban retail precincts.

AMA Tasmania has consulted with its members and received strong support for the lowering of the speed limit. There was general acceptance that the evidence is that lower speeds will result in less severe or minor injuries and the likelihood of significant vehicular/property damage or serious/fatal injury is significantly reduced.

> *"I am definitely in favour of reducing all the speed limits as outlined in the Council documents. Fewer accidents, fewer injuries, even fewer deaths longer term."*

Members also noted that lowering the speed limit is not just about preventing harm and injury but promoting a more child, pedestrian and bike friendly environment that encourages physical exercise, thereby improving the overall health and wellbeing of people.

There was support for similar changes to be instituted in the Sandy Bay Retail District as well as along Augusta Road in New Town, with the addition of an extension of the 40 km/h speed limit to include the stretch of Augusta Road in front of Calvary Hospital.

Comment was also made that speed is not the only factor that should be considered if you want our roads to be safer. The fact that 30% of Hobart CBD accidents occur in carparks, indicates that a lot of these minor accidents referred to are due to inattention and not speed.

Road safety could be improved with better traffic signage, including speed limit signage (for example, painted on the road where these changes begin and end), upgrading the condition of roads, more policing of driver behaviour, including mobile phone usage while driving, tailgating and not indicating, as well as a need for more compulsory driver training. In addition, enhanced, extended, and protected bike lanes, with separate bike paths away from roads where possible, would improve safety for bike riders.

The impact of the lowering of the speed limit on traffic congestion was also raised. There was concern that the numbers presented for increased transit times are based on simple calculations, that do not take into account the fact that slower transit within the city will be magnified by stopping and starting related to traffic light changes and driver decisions. There was a view that traffic management in and around Hobart's CBD needs a major overhaul and it may be time to action a western traffic bypass of the Hobart CBD.

In summary, AMA Tasmania supports the proposal to reduce the speed limit from 50 km/h to 40 km/h in the CBD of Hobart and the suburban retail precincts.

Kind regards

Dr Helen McArdle
President, AMA Tasmania

FEEDBACK FORM

Organisation or group providing feedback:

Bicycle Network Tasmania

Name:

Alison Hetherington

Do you support the concept of a lower speed limit in the Hobart CBD?

✓ Yes
No

Do you support the concept of a lower speed limit in Hobart's suburban retail precincts?

✓ Yes
No

Would you like to provide any further comments in relation to this issue?

The council is to be commended for lowering speed limits in areas where people are more likely to be walking and riding, however, 40 km/h speed limits do not go far enough, especially in the centre of the city.

It would be encouraging to see the council commit to the globally recognised standard of 30 km/h in streets that are popular for walking and riding. This would signal the council is serious about road safety and transforming Hobart into a city that caters for all road users of all ages and abilities, and not just car drivers.

National Heart Foundation
of Australia
ABN 98 008 419 761
For heart health information
and support, call our
Helpline on **13 11 12** or visit
heartfoundation.org.au

09 September 2020

Jessica Wilson
Senior Advisor Community Engagement
Community Life Division
City of Hobart Council

Sent by email to: wilsonje@hobartcity.com.au

Heart Foundation support of lower speed limits in Hobart CBD and suburban retail precincts

Dear Jessica

Thank you for seeking our feedback on the proposed speed limit reduction in Hobart CBD and suburban retail precincts.

Our response to the questions in the circulated feedback form are as follows:

- Do you support the concept of a lower speed limit in the Hobart CBD? Yes.
- Do you support the concept of a lower speed limit in Hobart's suburban retail precincts? Yes.
- Would you like to provide any further comments in relation to this issue? Yes, provided in this letter.

The Heart Foundation supports the concept of lower speed limits on streets, especially in peak pedestrian areas such as Hobart's CBD and suburban retail precincts. Slower speed can help create safer spaces for active travel including walking and cycling. Reducing speeds on these types of streets encourages physical activity (particularly when combined with other street design improvements that we note the City of Hobart is undertaking), which is good for health (including hearth health).

Speed reductions also tend to give co-benefits. We spend more time in streets and spaces that are designed for people rather than cars. Higher dwell-time and footfall has the potential to increase a vicinity's trade, and boosts its vitality. Further detail regarding Heart Foundation interest in healthy built environments is provided in Appendix 1.

Heart Foundation support of the proposal to lower speed limits is set out in the deputation that Graeme Lynch AM, CEO of Heart Foundation Tasmania, gave to the City of Hobart Council City Infrastructure Committee on 24 June 2020 (see Appendix 2).

Reduction of speed limits to 40 km/h is a positive step. If the reduction proves successful it would be worth revisiting the original proposal of a 30 km/h limit; the reduction to 40 km/h may prove to be an interim step in a longer-term reduction and the creation of more people-friendly streets.

A 30 km/h speed limit is in line with Heart Foundation guidance, as stated in *Healthy by Design, a guide to planning and designing environments for active living in Tasmania*[1] (p. 29):

"Slow traffic to encourage safe streets: Advocate for a 30 km/h speed limit for residential streets and in peak pedestrian areas, such as shopping precincts, schools and community facilities."

Reducing speeds on streets has many potential benefits including safety, as noted in the *Higher Speed, Greater Impact* paper.[2]

Taking steps to enhance streets and spaces for better health and wellbeing has been formally endorsed by the Tasmanian Government in the Tasmania Statement[3] (see Appendix 3).

The Heart Foundation acknowledges the work of the City of Hobart officers, elected members and associated committees including the Hobart Active Travel Committee in taking these steps and we value our ongoing collaboration. We would be happy to discuss matters further if it would be helpful so please don't hesitate to contact me.

Yours sincerely

Graeme Lynch AM

CEO Heart Foundation Tasmania

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[1] Healthy by Design® A guide to planning and designing environments for active living in Tasmania, Heart Foundation, 2009.

[2] Higher speed, greater impact. Towards Zero Action Plan 2020-2024. Road Safety Advisory Council Towards Zero towardszero.tas.gov.au.

[3] Tasmania Statement, co-signed by Hon Will Hodgeman MP, Premier of Tasmania; Hon Jeremey Rockcliff MP, Minister for Mental Health and Wellbeing; and Mr. Graeme Lynch AM Chair, Premier's Health and Wellbeing Advisory Council. Published August 2019, Tasmanian Government.
http://www.dpac.tas.gov.au/__data/assets/pdf_file/0003/478128/Tasmania_Statement_updated.pdf

Appendix 1: Heart Foundation interest in healthy built environments

The Heart Foundation works to improve the heart health of all Australians. Promoting physical activity is one of our key recommendations for improving heart health and mental wellbeing at a population level.

We endorse creating healthier built environments. For decades we have supported planners, developers, local governments and communities working towards creating streets, towns and cities that enable, support and encourage active, healthy lives. The Heart Foundation encourages urban planners and designers, transportation planners and the wider land development industry to prioritise the needs of pedestrians, cyclists, public transport users and recreational walkers when designing and redesigning residential environments.[4]

The Heart Foundation engages with stakeholders at national, state and local levels, contributing to consultations on projects such as this. Heart Foundation design guidance can help to inform planning and design of transport networks, particularly in improving equity between different modes of transport.

Creating healthy built environments

Cardiovascular disease (CVD) is a major cause of death in Australia, with 41,849 deaths attributed to CVD in Australia in 2018.[5] If adults meet the physical activity guidelines, they can reduce their risk of heart disease by as much as 35%.[6,7]

Where we live, work, play and learn are all key parts of our built environment and can positively or negatively impact how active we are. We know it's easier to be active in your local area if:

- your home is close to shops, schools and services so you can walk or cycle, instead of driving
- there is supportive infrastructure such as footpaths, safe road crossings and cycle paths
- a variety of quality spaces are within easy walking distance, such as green areas, plazas, open space and recreational facilities
- there is access to structured and informal activities within public spaces.

The design of the built environment can support us all to be more active and interact with others. Walking for an average of 30 minutes or more a day can lower the risk of heart disease and stroke by 35% and Type 2 diabetes by 40%.[8]

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[4] National Heart Foundation of Australia. Position statement: The built environment and walking. National Heart Foundation of Australia, 2009.

[5] Australian Bureau of Statistics, Cause of Death 2018. 2019, ABS: Canberra.

6 Australian Institute of Health and Welfare, Australia's health 2016. 2016, AIHW: Canberra.

7 UK Chief Medical Officers, UK Chief Medical Officer's Physical Activity Guidelines. 2019, Department of Health and Social Care: London.

[8] https://walking.heartfoundation.org.au/benefits-of-walking

We would suggest this high-level overview of the rationale for creating healthy built environments is something to keep in mind when considering the design and planning of streets and spaces.

The need for action to improve health and wellbeing outcomes for all Tasmanians is clear:

- Coronary heart disease remains the single leading cause of death in Australia, with one death every 28 minutes. Around 650,000 Australians report that they currently have heart disease. Physical inactivity contributes over 20% of the burden of heart and blood vessel disease in Australia and so investing in solutions to Australia's rising inactivity levels should be a national priority. Nearly six in 10 adults, three-quarters of seniors and over eight in 10 children and young people are not active enough for good heart health. This ranks Australia among the world's most inactive nations.[9]
- Over four-fifths of the Tasmanian population aged 18 and over is classified as physically inactive (83.2% in Tasmania, 82.7% nationally).[10]
- Sedentary behaviour and insufficient activity are risk factors for poor health conditions including heart disease.

The good news is that physical activity can significantly reduce heart disease risk and the burden of a range of other chronic diseases, as well as improve mental health.[11]

Physical activity, including walking and cycling, plays an important role in reducing the risk of cardiovascular and other chronic diseases[12] and brings with it a wide variety of benefits for physical and mental health, as well as social and community health.[13,14]

9 Blueprint for an Active Australia. 3rd ed. Melbourne: National Heart Foundation of Australia, 2019.
10 ABS, National Health Survey 2017-18
11 Blueprint for an Active Australia. 3rd ed. Melbourne: National Heart Foundation of Australia, 2019.
12 Turrell, G. et al., *Do active modes of transport cause lower body mass index? Findings from the HABITAT longitudinal study.* J Epidemiol Community Health, 2018. **72**: p. 294-301
13 Armstrong, T., A.E. Bauman, and J. Davies, *Physical activity patterns of Australian adults: results of the 1999 National Physical Activity Survey*. 2000, Australian Institute of Health and Welfare.
14 US Department of Health, Physical activity and health: A report of the Surgeon General. 1996.

Appendix 2: Heart Foundation deputation to City Infrastructure Committee, 24 June 2020

National Heart Foundation
of Australia
ABN 98 008 419 761
For heart health information
and support, call our
Helpline on **13 11 12** or visit
heartfoundation.org.au

30 June 2020

Heart Foundation deputation to City of Hobart Infrastructure Committee: follow-up regarding reducing speed limits on city streets

Deputation City Infrastructure Committee 24 June 2020

It was my pleasure on behalf of the Heart Foundation to make a deputation at the Council's City Infrastructure Committee on Wednesday 24 June in support of the principles underlying the recommendations at Agenda item 6.2 of that meeting. The principles were substantively:

- 3.1 The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes for Hobart's Central Business district indicatively proposed as: see 3.1 a) to f) in Agenda City Infrastructure Committee Meeting 24/6/2020
- 3.2 The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts indicatively proposed as: see 3.2 a) to e) in Agenda City Infrastructure Committee Meeting 24/6/2020

The committee resolved to support the recommendations (4 votes to 1) and I write to encourage you to support them too when they come before full Council on the basis that the principles underlying the recommendations address:

1. **Health and wellbeing**: promoting pedestrians and cyclists and other active travellers and promoting use of public transport within the Hobart CBD
2. **Safety**: providing a safer environment for pedestrians and other road users both in both fact and perception (thus removing a barrier for active travel)
3. **Business**: stimulating business and property values
4. **Amenity**: improving the amenity and support revitalisation of the Hobart CBD for ratepayers, other Tasmanians and visitors

Canberra ACT
Unit 1, Level 1,
17-23 Townshend St
Phillip ACT 2606
(02) 6282 5744

Sydney NSW
Level 3,
80 William St
East Sydney
NSW 2011
(02) 9219 2444

Darwin NT
Level 3,
21 Knuckey St
Darwin NT 0800
(08) 8982 2700

Brisbane QLD
1 Abbotsford Rd
Bowen Hills
QLD 4006
(07) 3872 2500

Adelaide SA
155-159 Hutt St
Adelaide
SA 5000
(08) 8224 2888

Melbourne VIC
Level 2,
850 Collins St
Docklands
VIC 3008
(03) 9329 8511

Perth WA
334 Rokeby Rd
Subiaco
WA 6008
(08) 9388 3343

Hobart TAS
Level 1,
89 Brisbane St
Hobart
TAS 7000
(03) 6224 2722

A. Heart Foundation – Active Streets position snapshot

Cardiovascular disease is a major cause of death in Australia, with 42,000 deaths attributed to CVD in 2018. Physical activity can reduce your risk of heart disease (Australia's biggest killer) by 35% and similarly the risk of other chronic conditions such as diabetes and some cancers.

Physical activity is firmly in the national spotlight right now. We are witnessing a surge of people on local streets engaging in walking and other healthy pursuits. As one of the four permitted activities during the COVID-19 restrictions, being active is helping Australians to stay healthy at home. However:

- not everyone has an easy time being active in and around their community
- social distancing is difficult when there is unsafe and limited space for pedestrians
- bike riding is less appealing when there is heavy traffic on our roads.

Providing safe spaces for walking and cycling is key to encouraging people to be more active more often.

The Heart Foundation's position snapshot Active Streets – the new normal for public space outlines the case for better streets for people. It calls for:

- reallocation of street spaces
- slower speeds on neighbourhood streets
- safe signalised crossings for pedestrians.

Innovative examples of creating safe spaces for walking and cycling are emerging around Australia and the world. We urge you to make the change and support the heart health of your community.

For more information about our work, please visit Healthy Active by Design.

B. Evidence

- Healthy by Design®: A guide to planning and designing environments for active living in Tasmania (National Heart Foundation of Australia, 2009–10)

- The Heart Foundation in Tasmania has been pressing for 30 km/h speed limit for residential streets and peak pedestrian areas such as shopping precincts, schools and community facilities. A major focus of this guide is on retrofitting existing infrastructure. See more details on page 29 of Healthy by Design®

- City of Hobart Draft Transport Strategy 2018–30
  We understand the Transport Strategy is still in draft form. It includes notable references to speed reduction on streets, including:
  - Theme 1: We make our decisions based on evidence and current key data … For example, evidence shows us that road users have a better chance of surviving crashes at lower speeds, and yet there is often resistance to lowering speed limits in

urban areas. Similarly, data and evidence indicate that supporting active travel modes leads to improved personal and public health, a more liveable city and reduced traffic congestion, and yet there is often resistance to supporting obvious walking, cycling and public transport projects to improve individuals' transport choices in greater Hobart. Ultimately decision makers balance data, evidence, community desires, social norms, interest and advocacy groups, available funds and the need for change. When we gather and present appropriate data and evidence to support policy and action, communities have indicated they can support change even though the evidence may run counter to their personal experiences. The City of Hobart will identify, collect and report on a set of key indicators supported by relevant transport and other related data which relates to Hobart's liveability, sustainability and the City of Hobart's Vision during the life of this strategy …

- Theme 8: Managing our traffic and movement network … Action 8.4 – Consider wider area speed limit reductions to 40 km/h in residential areas and the central Hobart city commercial area, similar to that currently operating in the Battery Point and Hobart waterfront area.

- City of Melbourne –Transport strategy 2030
  This recently approved transport strategy has plenty of content with regard to reducing speeds on streets, noting co-benefits including for active travel:

  … A Safe and Liveable City – By 2030 we will … work with the Victorian Government to pilot lower speeds in areas of high pedestrian activity to improve safety.

  Outcome 1: **Safe streets for people**

  - Redesign streets in the Hoddle Grid
  - Reallocate more space to people walking in the city
  - Design safe and accessible streets for everyone
  - Adopt a strategic approach to managing footpath obstructions
  - Prioritise public transport, walking and cycling during disruption
  - Proactively facilitate a permeable street network
  - Deliver physically protected environments for people through innovative urban design
  - Reduce vehicle speed limits to improve safety for all
    "Vehicle speed is the key determinant of the likelihood of death or serious injury in collisions with other road users. As vehicle speed increases above 30 km/h, there is an exponentially higher risk of serious pedestrian injury or death resulting from a collision with a vehicle. Lower speed limits reduce the likelihood of crashes occurring by reducing the vehicle stopping distance, giving all road users more time to identify and react to hazards and reducing the likelihood of people losing control of their vehicles." (*Source: 30 km/h Speed Limit: Pre-Trial Final Report prepared for City of Yarra, Monash University 2017)*

- City of Yarra Council – Thanks for 30
  The City of Yarra Council has progressed work on 30km/h streets. A year-long trial of a 30km/h speed limit on some streets was undertaken between 2018–19. Key points:
    - Motorists and cyclists will soon need to slow down to 30km/h in parts of Fitzroy and Collingwood, as Yarra becomes the first council in Australia to trial the reduced area-wide speed limit.
    - The trial starts in late September and will run for 12 months in the neighbourhood streets bordered by Alexandra Parade, Johnston Street, Hoddle Street and Nicholson Street. Brunswick Street and Smith Street are not included in the trial.
    - The aim of the trial is to create safer and more liveable streets, especially for people who walk and cycle.
    - Ninety per cent of crashes in the area have involved pedestrians, cyclists or motorbike riders, but we know that people have a much better chance of escaping serious injury if vehicles travel more slowly.
    - In fact, a pedestrian hit by a motor vehicle is at least twice as likely to survive if the vehicle is travelling at 30km/h instead of 40km/h.

  Following the trial Council recommended in December 2019 that the 30km/h speed limit remain in parts of Fitzroy and Collingwood. See details on City of Yarra Council website.

  The City of Yarra Council was involved in the Safe Speed Interest Group (comprising the Heart Foundation, City of Port Phillip and City of Yarra). See report.

  See also https://www.facebook.com/thanksfor30/

- Good for Busine$$, The benefits of making streets more walking and cycling friendly
  (Dr Rodney Tolley & Heart Foundation, 2011)

  "The economic benefits of walking and cycling: People that walk and cycle spend money. In the past there has been very little data about walking and cycling and its linkages to the economy. However, evidence is emerging of the general economic significance of cycling and walking to towns and cities. At the level of the city, there is clear evidence that walkability and quality-of-life go hand in hand, so the city is more attractive to inward investment."

  "*The Sustrans document* Traffic restraint and retail vitality* *argues that retail vitality depends in large measure on an attractive environment. Heavy and/or fast-moving traffic drives people away.*"

  "Lower speeds are important too: evidence shows that a 5 to10 mph reduction in traffic speeds increases property values for adjacent residences by 18% to 20%."

  * Stated in Good for Business. Source: Litman T: *Traffic calming: benefits, costs and equity impacts*. Melbourne, Victoria Transport Policy Institute, 1999

- Victoria Walks: The Economic Case for Investment in Walking
    - *"A walkable environment is one that supports all population groups to participate in an active lifestyle, and walking has a multitude of benefits which rarely exist in isolation. Increased walking for transport or recreation can improve physical activity, mental health and social connectedness, safety, and local business activity. Shifting transport trips from driving to walking also has a range of benefits including reduced traffic congestion, noise, emissions and infrastructure costs. These benefits may not be new, but their economic assessment is not generally considered or captured in the process of government investment decision-making for walking projects."*
    - *"Investing in walking infrastructure can provide a higher economic return than other transport projects such as rail and road. Evidence from 20 different studies suggested that the benefit cost ratio of walking interventions is 13:1 – $13 of benefit for every $1 of expenditure."*

With regard to perception of speed on streets (as a potential barrier to walking and cycling):

- **Safe Speed: promoting safe walking and cycling by reducing traffic speed**

  Dr Jan Garrard for the Safe Speed Interest Group, November 2008, ©2008 Safe Speed Interest Group, comprising the Heart Foundation, City of Port Phillip and City of Yarra:
    - "Vehicle speed and perceived risk of injury and reduced community liveability … Pathway 2 proposes that reduced vehicle speed will improve perceptions of safety and community liveability, which will in turn increase active travel. There is strong and consistent evidence that traffic hazards (including vehicle speed) are a major constraint on active transport in Australia. It is likely that reducing speed will increase active travel by removing one of the key reported barriers to walking and cycling for transport. Few studies have examined the impact of vehicle speed on perceived safety and community liveability, but a small number of intervention studies have found that speed reduction schemes increase perceptions of safety and active travel behaviour."
      See full report

C. Authorising environment

- Tasmania Statement 14/08/20
    - Health and wellbeing is the foundation of a successful and bright future for all Tasmanians
    - We have an opportunity as Tasmania grows to plan our communities in a way that creates healthy, liveable and connected spaces.

- *Land Use Planning and Approvals Act 1993*

  Schedule 1 Part 2

  f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation

- *Public Health Act 1997*

  Division 4 – Councils

  27. General functions of councils

  (1) A council, within its municipal area, must –

  (a) develop and implement strategies to promote and improve public health

- *Local Government Act 1993*

  20. *Functions and powers*

  (1) In addition to any functions of a council in this or any other Act, a council has the following functions:

  (a) to provide for the health, safety and welfare of the community; April 2011

I encourage you to contact me if you want to discuss the principles that sit behind the recommendations from a health and wellbeing perspective.

Yours sincerely

Graeme Lynch AM
CEO Heart Foundation Tasmania

M: 0401 148 606
E: graeme.lynch@heartfoundation.org.au

Appendix 3: Tasmania Statement

TASMANIA STATEMENT:

Working Together for the Health and Wellbeing of Tasmanians

We commit to working together to improve the health and wellbeing of Tasmanians.

We recognise the history of leadership, support and work by the community and business sectors and all political parties.

We acknowledge the ancient history of the Tasmanian Aboriginal people as the First People of lutruwita/Tasmania. For over 2,000 generations, Tasmanian Aboriginal peoples' health and wellbeing has been and continues to be based on a deep and continuous connection to family, community and the land, sea and waterways.

We commit to:

- Involving Tasmanians in our decisions.
- Working together across government and with our communities on shared priorities.
- Making decisions that benefit Tasmanians now and in the future.
- Measuring if we are making a difference.

By making this commitment, it will support Tasmanians to participate and thrive in healthy, liveable and connected communities.

We recognise that:

- The health and wellbeing of all Tasmanians is enhanced by our natural open spaces, fresh food and clean air and water.
- Our economy, our culture and our communities are strong and diverse. We can all reach our potential and have better health and wellbeing if we can participate fully in society.
- We have an opportunity as Tasmania grows, to plan our communities in a way that creates healthy, liveable and connected spaces.
- We need to continue to take practical action on issues that impact the health and wellbeing of current and future generations of Tasmanians.
- Our relationships are our strength. We are already doing a lot but we can achieve more by working together across government and with communities.
- Health and wellbeing is the foundation of a successful and bright future for all Tasmanians.

Hon Will Hodgman MP
Premier of Tasmania

Hon Jeremy Rockliff MP
Minister for Mental Health and Wellbeing

Mr Graeme Lynch AM
Chair, Premier's Health & Wellbeing Advisory Council

Signed on 14 August 2019

Tasmanian Government

Attn Jessica Wilson
Senior Advisor
Community Engagement
City of Hobart
By email: wilsonje@hobartcity.com.au

Dear Jessica

Thank you for the invitation to provide feedback on the proposal to alter the speed limits in the municipality of Hobart through the CBD, surrounding streets and satellite retail precincts within the city boundary.

Your invitation was sent to the Tasmanian Small Business Council (TSBC) however members thought that it would be more relevant that the issue was addressed by the Hobart Chamber of Commerce (HCoC), which is a member of the TSBC and which endorses this submission.

What is the problem which will be fixed as a result of lower speed limits?

1. The initial preamble to the *Report of the Manager City Mobility and the Director City Planning of 19 June 2020* says that:

   > *The purpose of this report is to advise the Council that as part of the Covid-19 arrangements for management of the Central Business District Retail and Hobart's Suburban Retail Precincts (Centre environments) coupled with best practice, it is proposed to seek a reduction in the speed limits in select areas of the city to provide a safer environment for traders, pedestrians and cyclists.*

   Why future speed limits in the CBD of Hobart and surrounding shopping precincts should have any link to the COVID pandemic is baffling. The implicit assertion that there will be an ongoing policy of public social distancing of 1.5 M and that there may be more cars in the city as a result of less people on public transport is pure speculation. This may have been the case whilst the pandemic has been rife, but commuters will soon return to their normal travel patterns once the Government has produced a relevant and trustworthy model for our return to normality.

2. A significant number of crashes (pedestrian and non-pedestrian) appear to be occurring at traffic lights (HOBART CBD CRASHES – 2015-2020) which suggests that unless a vehicle is travelling through a red light, it is turning left or right. It is not likely that any vehicle negotiating a left or right hand turn at a city intersection will be travelling in excess of 40kmh in the best of conditions. If this is the case, why do the speed limits need to alter? It appears that better education at intersections may reduce the number of accidents.

GPO Box 224 Hobart Tas 7001
Ph (03) 6231 9174
Email: robert@thefrontman.com.au

3. Has speed testing been undertaken to determine that vehicles are travelling faster than the current speed limits and causing accidents? Many city street users may claim that at most of the times the proposed speed reductions would be in force, it is nearly impossible to travel at the limit now, as a result of the natural traffic flow and speed. If this is the case, why feel the need to 'legislate' a speed which is often not achievable. Similarly, when it is possible to travel at the current 50kmh, it supposes that there is little traffic on the street and therefore the limit is appropriate.

4. Are Hobart drivers/pedestrians involved in a higher number of crashes/accidents than other comparable cities in Australia or the world? The evidence provided that shows a number of minor bingles, the number of serious and fatal accidents are extremely low (eight in the last 6 years) and unless traffic was banned completely from the highlighted streets, would never be less than has been experienced over the last six years.

Issues which will be created by multiple short distance changes in speed limits.

1. Driver attention is already being stretched by the numbers of speed signs, parking signs, advertising signs, traffic lights, intersections, pedestrians, lane markings and cyclists. To add yet another confusing variable in the form of precinct/street specific speed rules where there is sometimes just a couple of hundred metres between them significantly adds to the confusion of drivers and will drive them out of the city. This may well be the overall policy aim of the elected members however problematic public transport and inclement weather for cyclists and pedestrians will ensure that the value of the Hobart CBD as a shopping destination will be further eroded.

2. Fear of prosecution by older and more infrequent city drivers will discourage them from visiting the city. This demographic, like most Tasmanians, are consciously compliant in all of their activities and the uncertainty that they may miss a 'new' speed limit sign and be subsequently prosecuted may well discourage them from visiting the city.

3. How will the proposed limits be enforced? Unless offenders are prosecuted by the use of unmanned static cameras, the presence of police physically pulling drivers over in an already congested street will create an even more unsafe environment for city users. Has the cost of enforcement been calculated and who will have budgetary responsibility and oversight?

Hobart, Tasmania's biggest shopping centre

Hobart is the biggest shopping precinct in Tasmania and all users of the city desire a safe and efficient environment to undertake their activity whether it may be shopping, dining, employment, administration or business.

Viability of the businesses which are predominately retail or customer service businesses require a steady flow of a cohort size which makes it efficient to rent space, employ staff and transact business. Any impediments to this make it less attractive and a move to another city or municipality becomes a more viable option.

Revenue from the rate base of the City shows that 60% of the rate value is derived from 40% of the premises. That is the commercial sector. It is vital that this sector retains and increases its viability and profitability for the city to maintain its current income levels. Any diminution of that through business unfriendly policies will further erode the appeal for business and enterprise to exist in this space and will enable neighbouring municipalities to take advantage.

GPO Box 224 Hobart Tas 7001
Ph (03) 6231 9174
Email: robert@thefrontman.com.au

Position of the Hobart Chamber of Commerce

The Hobart Chamber of Commerce does not support the proposals at this time as it feels the measures will have a detrimental impact on the visitation to the city with little impact on the number of accidents and personal injuries.

A summer marketing campaign to extoll the virtues of the city and our desire for it to be a pleasant and safe destination for all Tasmanians to visit would highlight city users to be more aware of their surroundings with a flow on safe place effect.

Yours sincerely

ROBERT MALLETT
EXECUTIVE DIRECTOR
HCOC
16 SEPTEMBER 2020

GPO Box 224 Hobart Tas 7001
Ph (03) 6231 9174
Email: robert@thefrontman.com.au

UNIVERSITY of TASMANIA

MENZIES
Institute for Medical Research

3 September 2020

To Whom it May Concern,

We write in support of the proposed speed limit reduction in the Hobart Central Business District (CBD) and retail precincts. The substantial public health benefits far outweigh the minor potential inconvenience of a small increase in travel time. Evidence in Australia and internationally indicates that lower speed limits have a positive impact on public health through two key mechanisms:

- Fewer and less severe traffic incidents
- Increased pedestrian and cyclist activity

The risk of dying from a traffic collision at a speed of 50km/h is 85% but can be dramatically reduced to 10% when the speed limit is 30km/h and 25% when the speed limit is 40km/h. The two fatalities (which is two too many) in the Hobart CBD since 2009 both involved pedestrians, and around 100 of the 1011 recorded crashes involved pedestrians. Reducing the speed limit in these areas will prevent future fatalities and the likelihood of serious injury.

Regular physical activity reduces the risk of dying early and of numerous common, chronic and costly diseases such as heart disease, type 2 diabetes, certain cancers and mental health problems, but only around half of Tasmanian adults are active at levels to prevent poor health. Increasing the number of Tasmanians who use active forms of transport – walking or cycling to get from place to place – will have important public health benefits. However, a major barrier to using active forms of transport is perceived safety. By reducing the speed limit throughout the Hobart CBD and retail precinct, more people are more likely to be physically active, leading to healthier, more productive lives and less burden on families, communities, and our fragile health care system.

As well as these two key mechanisms, the other benefits of reduced speed limits in the CBD add strength to the case: consistency assists drivers, particularly those who are older or less experienced, to more easily drive at the correct speed and allows all drivers to pay more attention to driving safely; increased pedestrian and cyclist safety is good for local business, as those on foot/bicycle are more likely to stop; and, coupled with signal coordination, there are environmental benefits to be gained due to reduced emissions and fuel consumption associated with better driving conditions and fewer cars due to increased walking and cycling.

College of Health and Medicine
Menzies Institute for Medical Research

Medical Science Precinct
17 Liverpool St
Hobart, Tasmania
7000 Australia

T +61 3 6226 7700
E Reception.MSP@utas.edu.au
ABN 30 764 374 782 / CRICOS 00586B

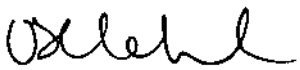
Menzies.utas.edu.au

The proposed changes to reduce speed limits directly align with many Hobart City Council strategies and plans, including the Bike Plan, the Positive Ageing Strategy, the Transport Strategy, the Parking Strategy, the Employee Travel Plan, the Community Safety Commitment and the Capital City Strategic Plan. The proposed changes also align closely with the Tasmanian State Government goal of increasing physical activity, highlighted through both the Healthy Tasmania Strategic Plan and the Tasmanian Walking and Cycling for Active Transport Strategy, and the United Nations Sustainable Development Goals (particularly the Good Health and Wellbeing, Sustainable Cities and Communities, and Climate Action goals).

We would like to congratulate Hobart City Council on proposing these important changes to speed limits in the Hobart CBD and retail precinct, and strongly support their introduction as an important avenue for improving public health and safety.

Please do not hesitate to contact me (6226 4603 or verity.cleland@utas.edu.au) or any of my colleagues listed below for further information.

Kind regards,



Associate Professor Verity Cleland

On Behalf of

Dr Monique Breslin

Ms Sharon Campbell (PhD Candidate)

Associate Professor Fay Johnston

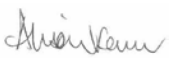
Dr Penelope Jones

Dr Kim Jose (President, Public Health Association of Australia, Tasmanian Branch)

Professor Andrew Palmer

Professor James Sharman (Deputy Director)

Dr Melanie Sharman



Professor Alison Venn (Director)

Professor Tania Winzenberg

City of HOBART

PROPOSED SPEED LIMIT REDUCTION FOR THE HOBART CBD

AND SUBURBAN RETAIL PRECINCTS

You are invited to have your say on the proposed speed limit reduction for the Hobart CBD and suburban retail precincts.

As you may be aware the Hobart City Council has resolved to request the Transport Commissioner change the current 50 km/h speed limits in the Central Hobart CBD and suburban retail precincts to 40km/h. The original City Infrastructure Committee report (24 June 2020) and the subsequent Council resolution (6 July 2020) are available on the City of Hobarts website and are attached in this information package.

The Council also resolved to engage with key stakeholders and document their views in response to the proposal as part of the submission to the Transport Commissioner who is the final decision maker in the determination of speed limits in Tasmania on public roads.

The enclosed mapping shows the areas proposed for change within the Hobart CBD and suburban retail precincts. Also included with this correspondence is a fact sheet on the proposed speed limit reduction and information on Hobart Vehicle Crashes 2015-2020.

It is intended that separate applications for the CBD and each retail precinct will be made to the Transport Commissioner to allow for any minor modifications that may be required in respect of suburban retail precinct hours of operation or zone extent.

Council officers are available to discuss the proposal with you or your organisation's representative/s should you wish.

Please contact Jessica Wilson (Senior Advisor Community Engagement) on 6238 2845 or via email wilsonje@hobartcity.com.au to arrange a suitable time and venue for a meeting.

Alternatively, the attached short form feedback form (included here) can be used and returned to the City of Hobart in the reply paid envelope. You are also welcome to provide a detailed written response including any supporting information you may wish to provide.

Your response will be included with the material provided to the Transport Commissioner unless you advise us otherwise.

Please ensure feedback forms and / or written responses are returned by 11 September 2020 to be recorded and form part of the report provided to the Transport Commissioner.

FEEDBACK FORM

Organisation or group providing feedback:

Menzies Institute for Medical Research, University of Tasmania

Name:

Distinguished Professor Alison Venn

Do you support the concept of a lower speed limit in the Hobart CBD?

☒ Yes

☐ No

Do you support the concept of a lower speed limit in Hobart's suburban retail precincts?

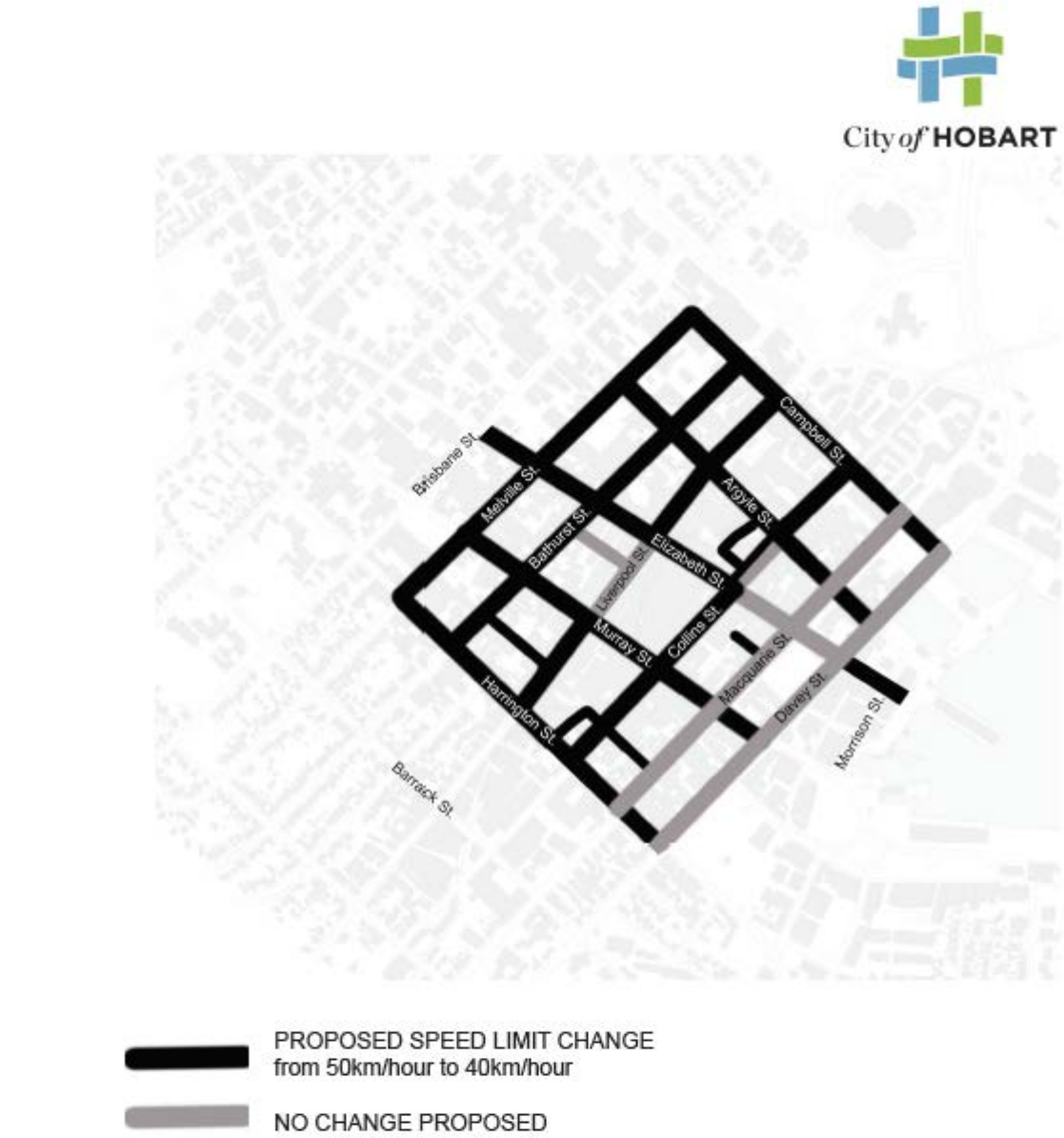
☒ Yes

☐ No

Would you like to provide any further comments in relation to this issue?

Please see our attached letter of support.

Proposal Location maps



PROPOSED SPEED LIMIT REDUCTIONS 2020
Hobart CBD

City of HOBART

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AND SUBURBAN RETAIL PRECINCTS

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Please ensure feedback forms and / or written responses are returned by 11 September 2020 to be recorded and form part of the report provided to the Transport Commissioner.

FEEDBACK FORM

Organisation or group providing feedback:

Metro Tasmania

Name:

Darren Carey – Chief Executive Officer (Acting)

Do you support the concept of a lower speed limit in the Hobart CBD?

☒Yes

☐No

Do you support the concept of a lower speed limit in Hobart's suburban retail precincts?

☒Yes

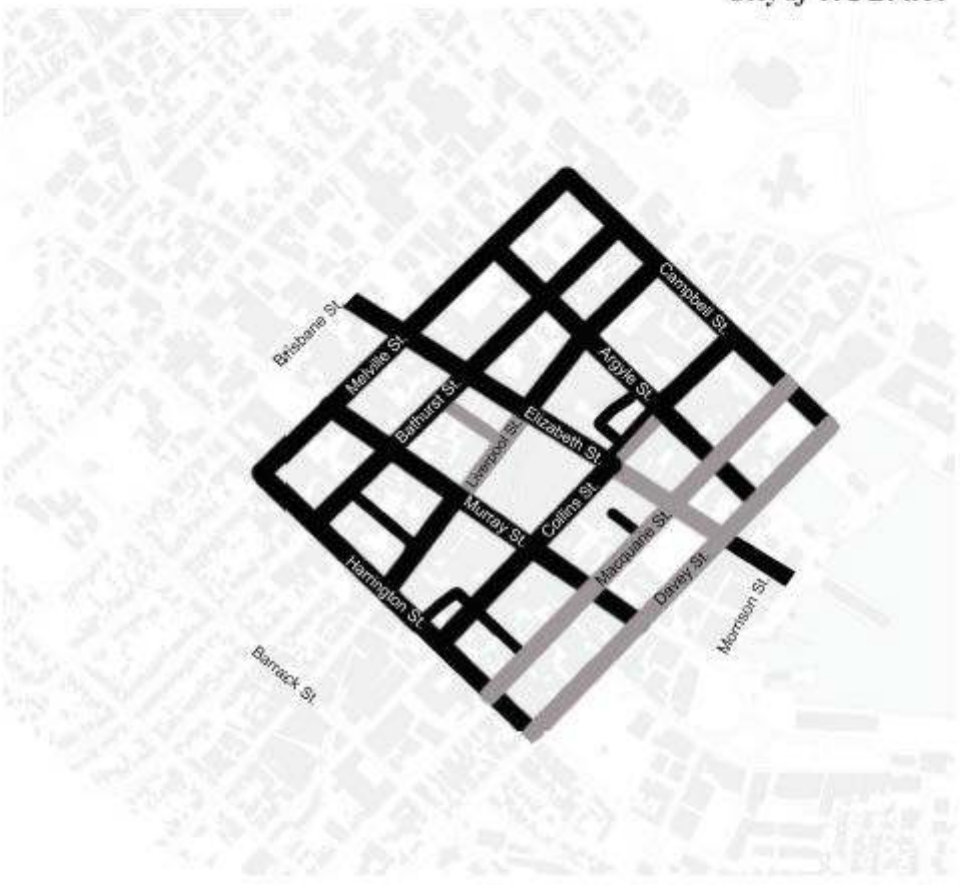
☐No

Would you like to provide any further comments in relation to this issue?

- From a public safety perspective, Metro Tasmania supports the Road Safety Advisory Council's *Towards Zero Action Plan 2020-2024* and City of Hobart's proposed reduction of speed limits in CBD areas with high levels of pedestrians and parking manoeuvres.
- Metro's services already travel at slow speeds in these areas due to the necessity to drive with extreme care on these streets.
- Reductions in speed limits in these areas are not anticipated to have a negative impact on public transport travel times.

Proposal Location maps

City of HOBART



PROPOSED SPEED LIMIT CHANGE
from 50km/hour to 40km/hour

NO CHANGE PROPOSED

PROPOSED SPEED LIMIT REDUCTIONS 2020
Hobart CBD

ROAD SAFETY ADVISORY COUNCIL
TOWARDS ZERO

Hobart City Council
GPO Box 503
HOBART TAS 7001

Email: wilsonje@hobartcity

Dear Ms Wilson

Thank your email of 25 August 2020 seeking feedback from the Road Safety Advisory Council (RSAC) on the proposed speed limit reduction for the Hobart CBD and suburban retail precincts.

In June 2020 I wrote to Lord Mayor Anna Reynolds about the lowering of speed limits to 40 km/h in the Hobart municipal area, raised by Mr Graham Bury. In this letter, I outlined the RSAC's support for appropriate speed limits in Tasmania, particularly when the reduced limits protect vulnerable road users.

Speed is a factor in a third of serious casualty crashes on Tasmanian roads. The relationship between speed and road crashes has been studied extensively. Research findings consistently show that the likelihood of a crash and the severity of an injury increase exponentially as speed increases. Speed is far and away the key determinant of the amount of force unleashed in a crash.

The Road Safety Advisory Council is committed to improving road safety and reducing the road toll in Tasmania. In December 2016, the *Towards Zero — Tasmanian Road Safety Strategy 2017-2026* (Towards Zero Strategy) was launched. The Towards Zero Strategy sets the key directions for improving road safety in Tasmania for that 10 year period. It is based on the best-practice Safe System approach to road safety and has a long-term vision of zero serious injuries and deaths on Tasmanian roads, with a short-term target of fewer than 200 serious casualties by 2026.

The Safe System approach to road safety recognises that humans make mistakes, that our bodies are fragile and that the road system should be designed in such a way as to reduce the risk of serious injury or death should a crash occur. Research has shown that at impact speeds of greater than 30km/h the risk of a pedestrian being killed in a collision with a vehicle increases dramatically. Therefore under a Safe System, speed limits should be set at around 30km/h, where there is a high level of interaction between pedestrians and motor vehicles.

Speed limits in Australia have historically been set at levels higher than recommended by Safe System principles. In order for speed limits to be effective, road users need to understand, support and comply with them. Blanket reductions in speed limits are not widely supported, but a more targeted approach, such as speed limit reductions in specific high-risk areas, is more likely to gain community support. I trust this will be the case for lower speed limits within the Hobart CBD and suburban retail precincts.

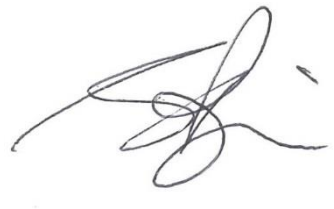
RSAC therefore supports lower speed limits in the Hobart CBD and in suburban retail precincts.

In addition, Assistant Commissioner Higgins has written to me indicating that Tasmania Police supports the proposed changes as a road safety initiative (see attached correspondence) and Paul Kingston, CEO of the Motor Accidents Insurance Board (MAIB) has indicated that the MAIB is broadly supportive of lower speed limits to protect vulnerable road users and improve road safety.

Please note that Gary Swain, Deputy Secretary Transport Services, State Growth, is a member of RSAC and also holds the role of Transport Commissioner. On this occasion, he has abstained from the decision for RSAC to provide a letter of support for the proposed speed limit reductions so as not to prejudice a future statutory decision.

Thank you for writing to me and for the opportunity to provide feedback on this issue.

Yours sincerely



GARRY BAILEY
CHAIR
ROAD SAFETY ADVISORY COUNCIL

24 September 2020

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.

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.

Hobart Speed Limit Reduction

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.
    - 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
    - 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
    - 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:
    - Sandy Bay Road from Osborne Street and Russell Crescent
    - King Street between Grosvenor and Princes streets
    - Gregory Street between Grosvenor Street and Sandy Bay Road
    - Princes Street between King Street and Sandy Bay Road
    - 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 sports 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.

TASMANIA POLICE
Office Of The Commissioner
GPO Box 308 HOBART TAS 7001
Phone: (03) 6230 2111
Email: commissioner@police.tas.gov.au

Our Ref: A20/165302

Date: 5 August 2020

Mr Garry Bailey
Chair
Road Safety Advisory Council
Email: Garry.Bailey@stategrowth.tas.gov.au

Dear Garry

Proposed Speed Limit Changes in Hobart CBD and Suburban Retail Precinct

Thank you for your recent correspondence on 31 July 2020 seeking support from Tasmania Police for the proposed speed limit changes in Hobart CBD and suburban retail precincts.

The proposal has been discussed with Commander Tony Cerritelli of the Southern Police District. Tasmania Police support the proposed changes as a road safety initiative aimed at reducing the number and severity of crashes in the Hobart CBD and suburban retail precincts, as part of the State Governments Towards Zero Road Safety Strategy 2017 – 2026.

Tasmania Police are content for you to provide a copy of this letter to the Hobart City Council to support their speed limit change submission to the Transport Commissioner.

Yours sincerely

J Higgins
Assistant Commissioner
Operations

TASMANIAN TRANSPORT ASSOCIATION

PO Box 2069
SPREYTON TAS 7310
Tel: 0427 366 742
Email: ed@tta.org.au
Web: www.tta.org.au

Louisa Carter
Manager City Mobility
Hobart City Council
GPO Box 503
HOBART TAS 7001

Per email: carterl.@hobartcity.com.au

Dear Louisa,

PROPOSED SPEED LIMIT REDUCTION FOR THE HOBART CBD AND SUBURBAN RETAIL PRECINCTS

Thank you for the opportunity to provide feedback on the proposed speed limit reduction for the Hobart CBD and suburban retail precincts.

Established in 1960, the Tasmanian Transport Association is the peak body representing the interests of transport operators across sectors in Tasmania. Our membership encompasses road freight (including but not limited to refrigerated, general, oversize-overmass, containerised, livestock, dangerous goods), rail, shipping, ports and warehousing activities. The Board of Directors of the TTA include representatives from Toll Group, SRT Logistics, TasRail, Tasmanian Heavy Haulage, Veolia Environmental Services, Rayner Transport, De Bruyn's Transport, the Livestock Transporters Association of Tasmania, SeaRoad Logistics, and The Bonney Group (Caltas).

The Tasmanian Transport Association supports the speed limit reduction for the locations specified and identified in the proposal. Heavy vehicles travelling in these areas would generally be travelling at or around the proposed reduced speeds already. Further, from a safe systems and risk perspective, reduced speed limits in these areas can provide greater consistency and regulation of traffic flow, slowing speeds and reducing the impact of accidents. This can contribute positively to the safety of others using those areas such as pedestrians, cyclists, other road users, and for heavy vehicle operators who need to access these locations in the course of providing essential freight services and supporting economic activity.

Yours sincerely,

MHarwood

Michelle Harwood
Executive Director
11 September 2020

ATTACHMENT 7 – Draft community communication and information plan

City of Hobart
Hobart Council Centre
16 Elizabeth Street
HOBART TAS 7000

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E coh@hobartcity.com.au
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Draft Communications Plan

PROJECT : Hobart CBD 40km/h speed limit changes
DATE : October 2020
OFFICER : Lea Guy

1. PROJECT OUTLINE

- A specified area of the Hobart CBD has been identified for a reduced speed limit of 40km/h to improve road safety for all road users.
- This project is supported by a resolution of Council on 6 July 2020.
- It is anticipated that the date of implementation will be 1 February 2021.

2. COMMUNICATION OBJECTIVES

- Inform and educate the community and all stakeholders of the changing speed limit.
- Anticipate and answer questions from media and the general public relating to the changing speed limit.
- Highlight the safety and amenity improvements to be gained from the change.
- Effect acceptance and behavioural change for road users to create a safer city centre for everyone.

3. KEY MESSAGES

- A 40km/h speed limit is expected to improve safety and amenity and is standard in many Australian CBDs and high-pedestrian areas.
- CoH is committed to improving safety for all road users.
- Crashes involving pedestrians account for approximately 10 per cent of on-road crashes in the Hobart CBD but they account for 80 per cent of serious casualties.

- The chance of a fatal injury on a pedestrian or cyclist is drastically reduced from 85 per cent at 50km/h to less than 30 per cent at 40km/h.
- Lower vehicle speed means more time for drivers and other road users to react to a situation. This results in fewer crashes, reduced damage to vehicles/cost to individuals, and less congestion in the city.
- Lowering the speed limit by 10km/h will have no impact on travel time and traffic flow but can make a big difference when it comes to avoiding collisions or reducing the risk of injury.
- As we prepare for school to go back, reducing the speed on our city roads is one way we can help protect children and young people.
- Reduced vehicle speeds improves general amenity and support actions to widen footpaths, expand outdoor dining areas and promote active travel in the city.
- The implementation of lower speed limits has been broadly supported by key stakeholders during the recent engagement process.
- Tasmania currently has 40km/h speed limits around schools during student movement times, in the North Hobart Elizabeth Street restaurant precinct, in the Moonah Shopping precinct and across the Hobart Waterfront / Salamanca and Battery Point area.

4. AUDIENCES

- Residents of and visitors and commuters to Hobart CBD
- All road users (personal and commercial drivers, motorcycle riders, cyclists, pedestrians)
- CBD businesses businesses
- Local and state media

5. EXTERNAL STAKEHOLDERS

- State government
- Road Safety Advisory Council (RSAC)
- TasPolice
- RACT
- CBD businesses
- Other motoring industry representatives
- Metro
- Bicycle network
- Disability advocacy groups
- Heart Foundation

6. RISKS

- Political commentary/opinion around the perceived impact on traffic from a reduced speed limit.
- Backlash from businesses based on the perceived impacts.
- Negative reporting angles and social media posts.

7. COMMUNICATIONS RESOURCES

Media release

- Media releases to be distributed to all media to explain changes and rationale.

Media interviews

- Media interviews with primary spokesperson as necessary.
- Interviews to be pre-arranged with the Mercury and ABC radio.
- Interviews with relevant and supportive external stakeholders to be offered to media.

Social media

- Media releases to be shared via CoH Facebook and Twitter accounts.
- Social media tiles containing key information and messages to be designed and shared to Facebook, Twitter and Instagram accounts.
- Short video featuring engaging talent to be produced and shared to social media platforms.
- Use of hashtag #SaferHobart

Website

- Webpage to be established featuring full details of changes, maps, fact sheet, and other useful collateral. URL will be hobartcity.com.au/SaferHobart.
- Slider image on home page with direct link to new webpage.
- Media release to appear in Latest News section of CoH website.

Print & radio advertising

- Print advertising in the Mercury and the Hobart Observer
- Article in CoH publication City News
- Radio advertising campaign with 7HO FM

Other

- On-street VMS boards advising of upcoming changes.
- Flyers/posters in appropriate public spaces, City-owned carparks, etc.

- RSAC generated fact sheets
- RSAC pedestrian safety campaign in new year 2021 (TBC)

8. TIMING

When	What	How
Submission approval received	Announcement of proposed changes and publishing of details.	Media release media interviews FB, Twitter website
Early-December	Article in City News (CoH paid lift-out in the Hobart Observer)	Prepared news article
Mid-December	"Safer Hobart CBD" messaging encouraging people to look out for pedestrians/share the road safely over summer.	FB, Twitter, Instagram
Early-January	Advertisement in Hobart Observer OpEd piece to the Mercury	Print ad Prepared opinion article.
Mid-January	Launch radio ad campaign reminding drivers to slow down in town. Promote map of new 40km/h zones and key safety messages	Radio ad FB, Twitter, Instagram
2 weeks out	Mercury ad featuring map of 40km/h zone Video with crash survivor supporting lower speeds.	Print ad FB, Twitter, Instagram
1 week out	Pre-arranged radio interview with Lord Mayor & appropriate external stakeholder	ABC Radio
29 Jan	Reminder to media	Media release Media interviews
30 Jan	Reminder to public	FB, Twitter, Instagram
1 Feb	Today's the day #SaferHobart	FB, Twitter, Instagram