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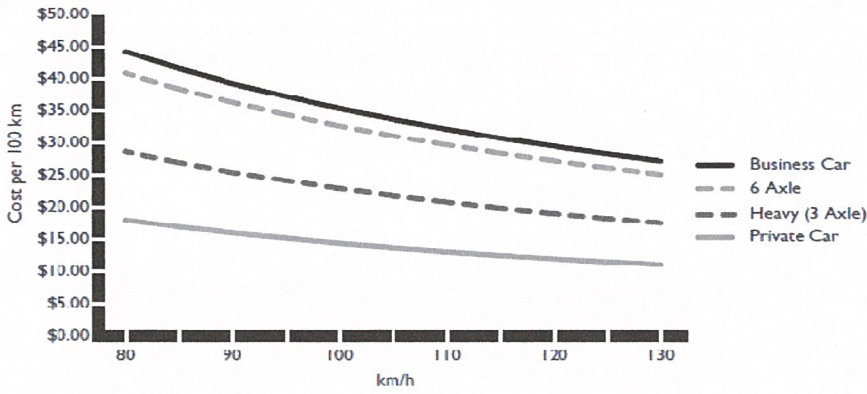
LCSC/RSL 12.

Extract - website

Shows complete lack
of understanding
that these are
optimum average speeds
and not speed limits.

September 2000 prices) for travel times in rural areas – provide the basis for this diagram.¹²

Figure 5: Travel time cost vs. speed



The Monash University Accident Research (MUARC) conducted an economic evaluation of the impacts of the proposed speed limit changes in Tasmania. The evaluation found that whilst lowering the speed limit would increase travel time costs (based on a 5.3% increase in travel time per 100km travelled), these were more than offset by reductions in vehicle operating costs, crash costs and air pollution costs.

The evaluation calculated the optimum economic speed¹³ for different vehicle types on these roads and it was found that these were below the current and suggested limits (Table 1).

Table 1: Optimum economic speeds on undivided sealed and unsealed rural roads in Tasmania

Road Category and Current Speed Limit	Optimum Speed (km/h)		
	All vehicles combined	Cars & LCVs	Heavy vehicles
Undivided rural roads with 100 km/h speed limits			
Category 2 Regional Freight Roads	86	86	86
Category 3 Regional Access Roads	82	82	82
Category 4 Feeder Roads	86	86	82
Category 5 "Other" Roads	82	82	82
Unsealed rural roads (100 km/h speed limit)			
Category 5 "Other" Roads	80	80	80

¹² Bureau of Transport and Regional Economics (2003) *Road Speed Limits – Economic Effects of Allowing More Flexibility*: Working Paper No. 59; Commonwealth of Australia.

¹³ The speed which balances the social costs and benefits of increased travel time with decreased road trauma, vehicle operating costs, emissions and other costs.

Given the relationship between vehicle speed and air pollutant emissions there is a significant benefit from reducing travel speed. It has been calculated that the speed limit reductions, and associated reductions in mean travel speed, outlined in the regulatory proposal would reduce air pollution costs by around 6.5 percent per annum.

3.4. VEHICLE OPERATING COSTS AND SPEED

Travel speed is also closely linked to vehicle operating costs, impacting on fuel consumption, tyre wear and oil costs. Increasing travel speed will increase the resources used to operate a vehicle.

Figure 4: Vehicle operating costs vs. speed

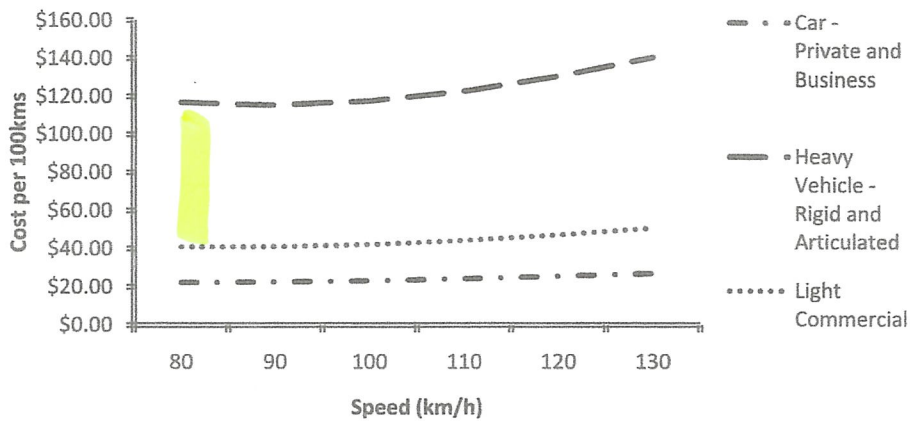


Figure 4 shows the impact that travel speed has on vehicle operating costs for different vehicle types, in terms of dollars per 100km travelled (in 2007 prices).¹⁰

Reducing the default rural speed limit 100km to 90km/h on sealed roads and 80km/h on unsealed roads would reduce vehicle operating costs. It is estimated that such a reduction in speed limits would result in an annual 1.2 percent drop in vehicle operating costs.

¹⁰ Adapted from: Perovic, J, Evans, C, Lloyd, B, and Tsolakis, D (2008) *Guide to project evaluation. Part 4: project evaluation data*: Austroads Publication No. AGPE04/08, Austroads.