



MONASH University

Accident Research Centre

A centre within the Monash University Injury Research Institute

Mr Stuart Wright
The Secretary
Select Committee into Rural Road Speed Limits
Parliament of Tasmania
Parliament House
Hobart Tasmania 7000

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17 January 2013

Re: Submission to Committee

Dear Mr Secretary,

As the lead researcher heading the evaluation of proposed initiatives for the current Tasmanian road safety action plan carried out by the Monash University Accident Research Centre (MUARC) in 2010, I have a clear understanding of the benefits to the community of lower rural road speed limits on Tasmania's roads.

Due to the timing of my scheduled leave, I will be unable to lodge a comprehensive written submission prior to 18 January 2013, however I would like to briefly summarise our findings for the Committee's information.

The work carried out for the DIER in 2010 involved the modelling of the road safety benefits, in terms of savings in road users killed and seriously injured — serious casualties — given the implementation of a variety of initiatives proposed by the DIER. The METS model was used, which has been successfully applied in the development of road safety strategies in many jurisdictions of Australia, as well as in the development of the National Road Safety Strategy. The table below provides an indication of relative numbers of serious casualties prevented in Tasmania for the period 2011-2016 for the initiatives considered.

Initiative	Est. serious casualties prevented
Mid/side flexible roadside barrier (rural roads), \$6m per annum	35
Shoulder sealing (rural roads)	8
Tactile centreline (rural roads)	12
Graduated Licensing Scheme (GLS)	15
Speed limit adjustment (60 km/h to 50 km/h, urban roads)	59
Speed limit adjustment (100 km/h to 90 km/h, rural roads)	117

The estimated savings of around 17 fatalities and 100 seriously injured over the six-year period for the rural road speed limit reductions do not take into account some proposed exclusions to selected road lengths. Subsequent modelling indicated that these might compromise the savings by up to 17 serious casualties over the remainder of the strategy.

In summary, the rural road speed limit reductions proposed for Tasmania have the potential to prevent around 17-20 deaths and seriously injured every year, depending upon how widely they are implemented. Furthermore, these reductions will be achieved at a fraction of the cost and environmental impact of a large-scale barrier installation program and with relatively minor impact on travel times.

I would welcome the opportunity to discuss our findings with the Committee at the hearings in March.

Yours sincerely,



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