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27 August 2021

Mr Tim Mills  
Inquiry Secretary  
Parliament House  
Hobart 7000  
[rst@parliament.tas.gov.au](mailto:rst@parliament.tas.gov.au)

Dear Mr Mills,

## INQUIRY INTO ROAD SAFETY IN TASMANIA

Cycling South is a regional body located in Southern Tasmania which aims to improve conditions for active transport by working with local and state government for improved infrastructure and safer systems. We would like to make the following recommendations to improve the safety of roads in Tasmania

- **Speed limit reductions**

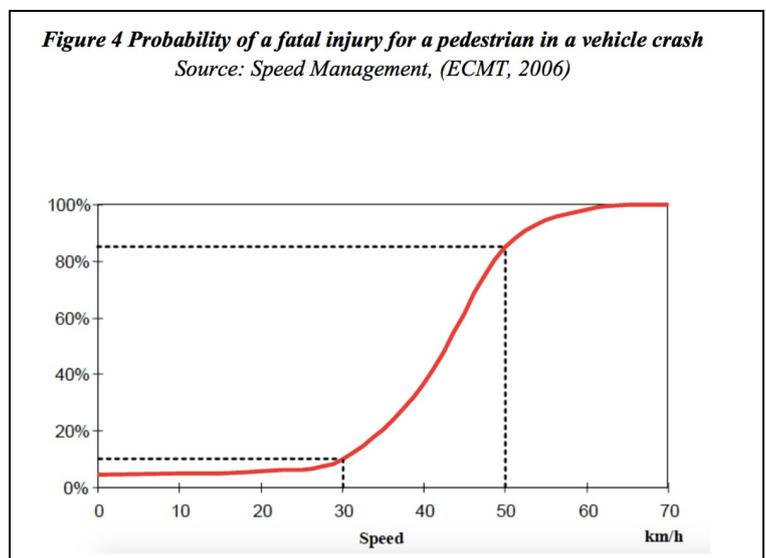
Lower speed limits increase reaction time to avoid a collision and reduce the severity of impact when a collision does occur. 30km p/h is the magic number for safer streets in residential areas, shopping strips and around schools as the likelihood of death to a person walking or cycling from a collision with a car drops significantly at 30km p/h.

The reduction from 60km p/h to 50km p/h in urban areas was a good first step but needs to continue by incrementally reducing speeds from 50km p/h on residential streets to 40km p/h with the eventual goal of reaching 30km p/h on local streets. Local governments in other parts of Australia have successfully trialed 30km p/h speed limits on local streets. The City of Yarra carried out a 12 month trial in Fitzroy and Collingwood in 2018/19 and found support for lower speed limits increased, opposition decreased and the reduced speed limit was made permanent.

<https://thanksfor30.com.au/about-trial>.

The City of Hobart has incorporated a 30km p/h zone on Liverpool St in the Hobart CBD.

**Figure 4 Probability of a fatal injury for a pedestrian in a vehicle crash**  
Source: Speed Management, (ECMT, 2006)



In 2011 the Road Safety Advisory Council recommended the default speed limit on all rural roads in Tasmania to be reduced to 90km p/h, with the exception of higher standard roads which have sealed shoulders and barriers, such as the Midland Highway.

Rural roads are where recreational cycling and cycle touring occur but in Tasmania are usually windy and hilly and lack sealed shoulders. Generally they are unsuitable for vehicles travelling at 100km p/h but drivers will attempt to travel at the default speed limit, even if the conditions don't warrant it. At the time the government did not pursue the recommendation and a revisit to reduce speed limits on rural roads is overdue. The introduction of mobile speed cameras would also assist to enforce the speed limits.

- **Safer road design for active travel**

Travel by bicycle around towns and cities in Tasmania can be highly stressful and challenging due to lack of a network of safe spaces to ride that connects to workplaces, shops, schools and sports centres.

A 'AAA' cycling network is a connected network of low-stress and inclusive routes that cater for All Ages and Abilities, as defined in the table below. It provides genuine transport choice to a wide range of people including children, older people and inexperienced riders to move around their communities with ease.



Source: City of Vancouver. Transportation Design Guidelines – All ages and abilities cycling routes

State government needs to commit to a program that provides ongoing annual funding for the design and construction of safe cycling networks in cities across Tasmania. VicRoads established an on-going cycling infrastructure program in 1994 which provides a good reference framework for Tasmania. The Tasmanian program needs to provide funding not only for construction but also the detailed design for infrastructure that meets the AAA standard. Retrofitting roads to provide separated cycling infrastructure that minimises interactions with motor vehicles will make our streets safer for all users.

- **Improved level of service for people at road crossings**

Road crossings are stress points for people walking or cycling and expose them to risk, particularly on busy roads where there are few gaps in traffic flow to cross. Even where signalised crossings of major roads are provided, the level of service can be poor in the form of short green time (sometimes only one second before the red man starts flashing), no green time because a button wasn't pushed early enough or the crossing is divided into two signal cycles which requires the person to wait in the middle of the road to complete their crossing.

This poor level of service can result in people disobeying the signals due to the lack of responsiveness, long wait times and display of a red man signal even when it is safe to cross.

It is recommended that:

- Greater consideration be given to the level of service provided for people crossing roads at signalised intersections with an emphasis on maximising green time and enable people to cross in a single phase. A flashing green man would be preferred over a flashing red man to indicate the crossing time is nearly complete as the flashing red man seems to be a cue for drivers to harass people on the crossing.
- Grade separation in design of new roads or roundabouts such as the Channel Highway in Huntingfield so people don't need to cross busy roads.
- Installation of wombat crossings on popular walking and cycling routes, in high activity areas and on routes to schools to give priority to active travel and make the journeys safer.

Yours sincerely,

Mary McParland  
Executive Officer