

Safer Rural Speed Limits

Which roads are the “high standard” roads that will be signposted at 100km/hour?

The roads that will be retained at 100km/hour have not been determined at this stage. This is one of the aspects of the proposal the Road Safety Advisory Council are seeking feedback from the community about.

As with the introduction of the 50km/h urban default speed limit, DIER would expect to work closely with Councils to identify roads and provide information to the local community.

Based on the experience in Kingborough and Tasman municipalities, which currently have the lower default limits in place, it is possible to give some indication of the likely principles and process that would be followed:

- Primarily, the 100 km/h speed limit would be retained on roads where the driver can safely maintain 100 km/h. These roads usually have a consistent alignment (for example, in Kingborough Municipality, the Southern Outlet retains 100km/h)
- Roads that have an inconsistent road alignment (windy, etc) will warrant the lowered limit, (for example, in Tasman Municipality, the Arthur Highway has a default limit of 90km/h)
- Roads that are likely to retain their current 100k speed limit would be the major highways that carry a large volume of heavy freight and passenger vehicles and are the key links to largest population centres, major sea and air ports and key industrial locations. (eg. Midland and Bass Highways, etc). Roads with current 110 km/h limit are not affected by the proposed changes.

Assessment Process:

- It is anticipated that all State-owned Trunk roads, regional freight roads, regional access roads and some feeder roads would be speed profile mapped. This means the 85th percentile speed (the speed which 85% of drivers are travelling at or below) would be measured at close intervals (20 to 50 metres) and mapped and displayed graphically to show the

safe speed for the road. This is an evidence based approach and clearly identifies roads that have a consistent or inconsistent alignment. This speed profile mapping approach was used for both Kingborough and Tasman demonstrations. Collective and individual crash risk for these roads would also be assessed.

- It is anticipated that Council-owned roads would fall into the categories that would drop to the new speed limit of 90 km/h – however, an assessment to determine whether the road speed profile is sufficient to warrant a 100 km/h limit would be carried out on request.

The Road Safety Advisory Council is interested in feedback from the community and local Councils about which roads should retain 100km/h limit and would welcome this feedback as part of any submissions.