



17 Infrastructure, Climate and Environmental Services Reports

17.2	Speed Reduction - Mary Street, Cygnet
Report Number	17.004/25*
Strategic Plan	Not applicable
File Reference	23/64
Responsible Officer	Technical Officer
Reporting Brief	Director Infrastructure, Climate and Environmental Services presenting a report on recommending speed limit reduction on Mary Street, Cygnet
Conflict of Interest	No officer declared an interest under the <i>Local Government Act</i> 1993 (LGA 1993) in the preparation of this report.
Attachments	<ol style="list-style-type: none">1. Website Feature Mary St [17.004/25*.1 - 1 page]2. Austroads Infrastructure Risk Rating Tool Mary Street [17.004/25*.2 - 1 page]

Background

1. Council's Infrastructure, Climate and Environmental Services department has been working with the Department of State Growth (DSG) to assess the feasibility of lowering the speed limit on Mary Street, Cygnet from 50km/h to 40km/h.
2. Mary Street is a State Road. The traffic lanes, including the pavement underneath, are managed by DSG, but parking bays, kerb and gutter and footpath are maintained by Council in accordance with section 11 of the *Roads and Jetties Act 1935*.
3. Speed limits on all roads in Tasmania, regardless of whether they are owned by the State or Councils, are set by the Commissioner for Transport, which is a role usually delegated to the Deputy Secretary, Transport of DSG.
4. Council frequently receives speed limit reduction requests from the public and has historically undertaken speed limit assessments following community petitions.
5. A speed limit reduction may improve road user and resident safety, without significantly impacting traffic flow or driver journey times. However, it is important to set realistic speed limits for the environment to promote driver compliance.
6. The purpose of this Report is to consider the findings of an assessment of the impact of a reduction in the speed limit on Mary Street, Cygnet from 50km/h to 40km/h.

Council Policy

7. As a road authority under the *Local Government (Highways) Act 1982*, Council manages its road assets in accordance with the Long-Term Financial Management Plans, Financial Management Strategies, Long-Term Strategic Asset Management Plans, Asset Management Policies and Asset Management Strategies as adopted by the Council as required under Division 2 Part 7 of the *Local Government Act 1993*.



8. The Council does not have any specific policy relating to this report.

Legislative Requirements

9. Mary Street is a State Road, maintained by DSG in accordance with the *Roads and Jetties Act 1935*.
10. Under section 11 of that Act the Council is responsible for maintaining outside of the carriageway of the road.
11. Under the *Traffic Act 1925*, the Department of State Growth (DSG), acting in the capacity of the Commissioner for Transport, is the administrative body in charge of road traffic speed limits on all state government and local road networks.

Risk Implications

12. Generally, the Austroads Guide to Traffic Engineering recognises that speed plays a major contributing factor in road accidents and therefore it is imperative that speed limits are appropriate to the local road environment conditions.
13. Austroads also states that speed limits need to be seen as appropriate and realistic for the local road environment (i.e., road geometry and width, roadside usage, pedestrian traffic, property density, etc.); otherwise, a high non-compliance rate may be observed.
14. Speed limits are subjective and can be a controversial topic. There will be members of the public who believe the existing speed limit (i.e., 50km/h) is appropriate or even too low, and some may think otherwise.
15. There are no inherent risks for the Council to mitigate or eliminate in regard to the proposal considered in this report, noting that the Council has no authority to undertake speed compliance and enforcement actions.

Financial and Budgetary Risks

16. There are no Financial and Budgetary risks for Council to mitigate or eliminate in regard to the proposal at this point in time. However, it is worth noting that further traffic calming devices to protect vulnerable road users may be required should a high non-compliance rate be observed and/or the community wish to further reduce the risk.

Environmental Risks

17. There are no Environmental Risks identified for this report.

Engagement

18. Engagement associated with this decision has been undertaken at 'Inform' Level by Facebook post, a copy of the post is attached to this report.
19. Council Meeting Minutes will be available to the public on the Council's website and at the Customer Service Centre.



Human Resource and Financial Implications

- 20. There are no significant human resource or financial implications related to this report.

Discussion

- 21. Tasmanian *Speed Zoning Guidelines 2020* (the Guideline) is a document published by DSG that provides technical advice for practitioners on the selection of permanent speed limits in Tasmania.
- 22. The speed and safety assessment is the approach set in the Guideline to properly and consistently consider the merit of a speed change against the established criteria.
- 23. The assessment (as shown in Table 1) was undertaken by Council’s Infrastructure, Climate and Environmental Services department to consider this proposed speed reduction.

Table 1: Tasmanian Speed Zoning Guidelines Assessment

Mary Street Assessment against Tasmanian Speed Zoning Guidelines	
Road function and traffic volume	Sealed urban road through Cygnet township providing roadside parking and access to residential properties, shops, cafes, pubs, other businesses, and carparks.
Average Daily Traffic Volume	4525
Road owner	Department of State Growth
Roadside development	There are multiple businesses, a town hall, churches, fuel station
Cross-section and road alignment	Straight
Road accesses / intersections	28 accesses, 1 intersection
Pedestrians	Footpaths are provided on both sides of the road. Pedestrian and other vulnerable road user use is high.
Length	Approx. 561m
Adjacent speed zones	60km/h
Crash history	The state crash history database between 2010 and 2024 has recorded 42 property damage crashes, 2 minor injuries, 2 not known and 3 requiring first aid.

- 24. Additionally, Council used the Austroads Infrastructure Risk Rating Tool (IRR Tool) to compare the risk of the existing posted speed limits against reduced speed. IRR tool results are shown in the attached report. The summary outputs for each section are shown in the table below. The risk level after reducing the speed limit remains as Medium.

Table 2: Austroads Infrastructure Risk Rating Tool Summary Outputs

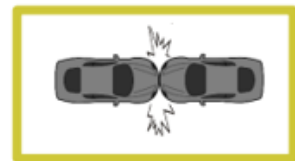
Subject road / sections	Existing speed result	Reduced speed result
Mary Street	Medium (50km/h)	Medium (40 km/h)

25. Council has applied for and successfully obtained a grant under the Vulnerable Road User Program to install a wombat crossing in the Cygnet town centre, in conjunction with the speed reduction to further improve safety for vulnerable road users. Wombat crossings are similar to a zebra crossing but are installed on a flat top road hump. Wombat crossings have been shown to reduce casualty crashes by 40%, reduce serious and minor injury crashes by 30% and reduce vehicle-pedestrian crashes by 45% (Austroads).
26. A reduction in speed reduces the likelihood and severity of a crash (Safe System Solutions). The impact speed threshold (speed at which serious injury or fatality is significantly more likely to occur) for a vulnerable road user is 20-30km/h (refer to Table 3 below).
27. The wombat crossing, in conjunction with the speed reduction, will likely reduce speeds into this threshold at the location where pedestrian traffic volume is relatively high. Run-off-road crashes (side impact) threshold is 30-40km/h. Reducing the speed limit to 40km/h will help limit speeds to this threshold (refer to Table 3 below)

Table 3: Safe System Solutions Impact Speeds and Crash Type

Impact Speeds and Crash Type

Key crash type		Impact speed threshold
Head-on	Car-car	70 km/h
Intersection	Car-car (side impact)	50 km/h
Run-off-road	Car-tree or pole (side impact)	30-40 km/h
Vulnerable road user	Car-motorcyclist	20-30 km/h
	Car-cyclist	
	Car-pedestrian	



Conclusion and Recommendation

28. An assessment of the impact of a reduction in speed limit on Mary Street, Cygnet from 50km/h to 40km/h has been conducted by Council Officers using historical crash data and available assessment tools. The assessment demonstrates that reducing the speed limit on Mary Street to 40km/h would likely reduce the risk to vulnerable road users.
29. It is recommended that Council endorse the proposal of lowering the speed limit in Mary Street from 50km/h to 40km/h .



17.004/25*

RECOMMENDATION

That:

- a) The Report on recommending speed limit reduction on Mary Street, Cygnet be received and noted.**
- b) Council formally write to the Department of State Growth to acknowledge the support for lowering the speed limit on Mary Street Cygnet from 50km/h to 40km/h.**

- HAVE YOUR SAY -

HOME > SERVICES & FACILITIES > MY COMMUNITY > HAVE YOUR SAY > ROAD SAFETY IMPROVEMENTS – MARY STREET, CYGNET

ROAD SAFETY IMPROVEMENTS – MARY STREET, CYGNET

INFORM

FEEDBACK HAS NOW CLOSED

Background

Huon Valley Council, the Department of State Growth and the Cygnet community have been working together on road safety improvements for Mary Street Cygnet.

A primary discussion point has been pedestrian safety within the shopping precinct of Mary Street, with many pedestrians feeling vulnerable crossing the road due to lack of formal crossings and the speed of vehicles.

It has been raised by a number of community members and supported by The Cygnet Association at a meeting they held in November 2023, that a reduction of the speed limit from 50km/h to 40km/h will have a significant effect on pedestrian safety, but with limited impact of only seconds of increased travel time.

Speed Reduction

Mary Street Cygnet is a State Road managed by The Department of State Growth (DSG). The Huon Valley Council has received a proposal from DSG to lower the speed limit on Mary Street, Cygnet from 50km/h to 40km/h.



Wombat (pedestrian) Crossing

In conjunction with the speed reduction, Council has applied for a grant to install a wombat crossing in the Cygnet town centre to further improve safety for vulnerable road users.

A wombat crossing is a pedestrian (zebra) crossing on a raised platform. The platform is higher than the existing road pavement level and typically at the same level as the footpath.

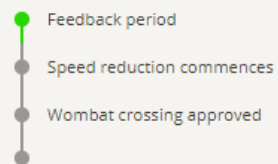


KEY DATES

12/4/2024 Feedback open

5/5/2024 Feedback closes

PROJECT CYCLE



** the feature image used in this post is part of the Huon Valley Community Vision 'Getting around'

Austrroads Infrastructure Risk Rating Tool (IRR Tool) results

Figure 1: 50km/h posted speed result

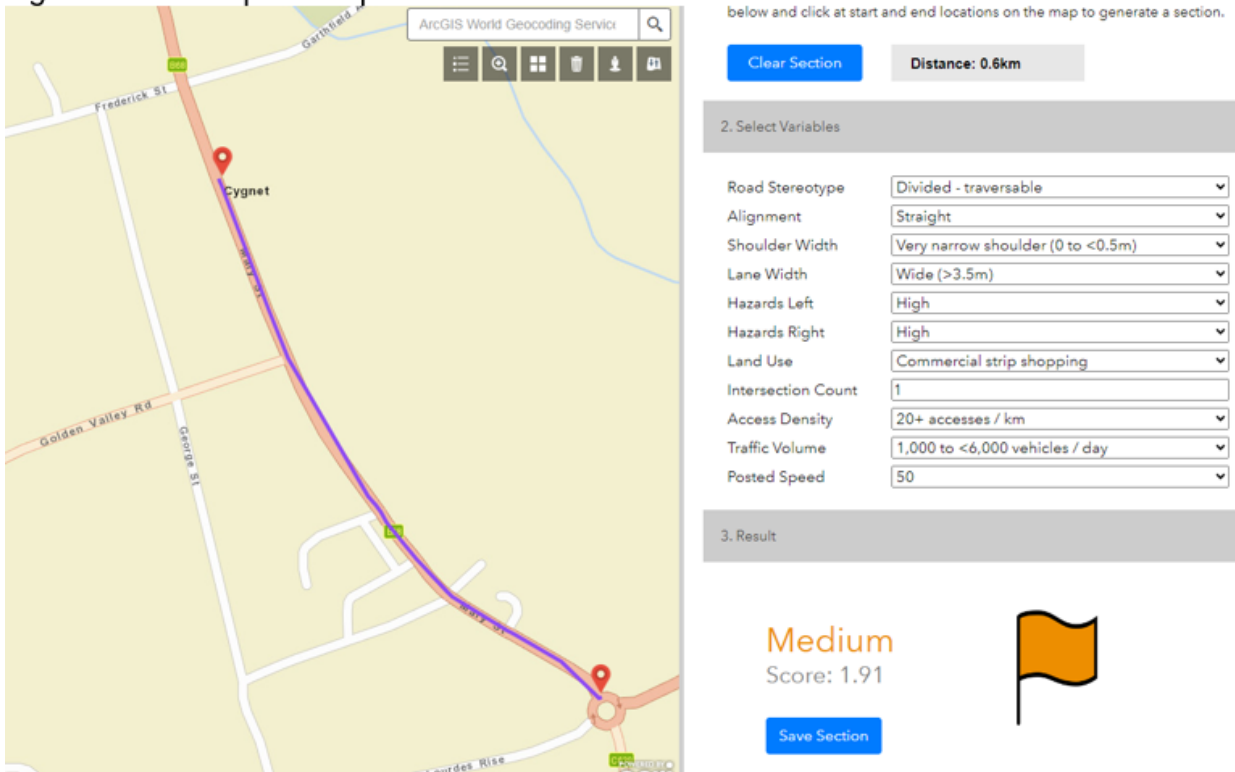


Figure 2: 40km/h requested speed result

