



February 1, 2014

Hon. Minister Peter Styles
Parliament House
State Square
Darwin NT 0800

Dear Minister Styles

Re: Unlimited speed trial will kill and seriously injure 20 people over next 10 years

Further to my email dated 17 October and your letter dated 8 November, 2013, I reinforce my call for you to stop the unlimited speed trial in the Northern Territory.

In your letter you stated reducing death and injury on our roads is both a personal priority and priority for the Northern Territory Government. I can confirm your decision to proceed with the trial will lead to more than 20 additional people being killed or seriously injured over the next 10 years.

In my earlier email I offered to work with you to undertake an analysis of the implications of the trial on road safety outcomes. You did not take up that opportunity and so we have proceeded with the analysis ourselves to provide you with the facts. The following two pages outline the results of that analysis.

The existing road was already 25% one and two star standard at the existing speeds (five star is the safest). As of today, with the increased operating speeds you have increased those high risk one and two star sections to an estimated 94% of the road length. This is unacceptable.

Our analysis highlights that the implication of your decision will see an additional 20 people killed or seriously injured on this road section alone over the next 10 years. The Northern Territory cannot afford that; the families of those who will be killed or seriously injured can afford it less, and I am sure you cannot politically afford that to happen.

As a member of the United Nations Road Safety Collaboration supporting the UN Decade of Action for Road Safety I cannot stand by and watch this needless death and injury occur. As highlighted previously I would be very happy to support you publicly should you make the right decision and stop the trial. In the event that the trial continues you can expect our public commentary on the outcome, circumstances and cause of every crash.

Yours sincerely

Rob McInerney
Chief Executive Officer
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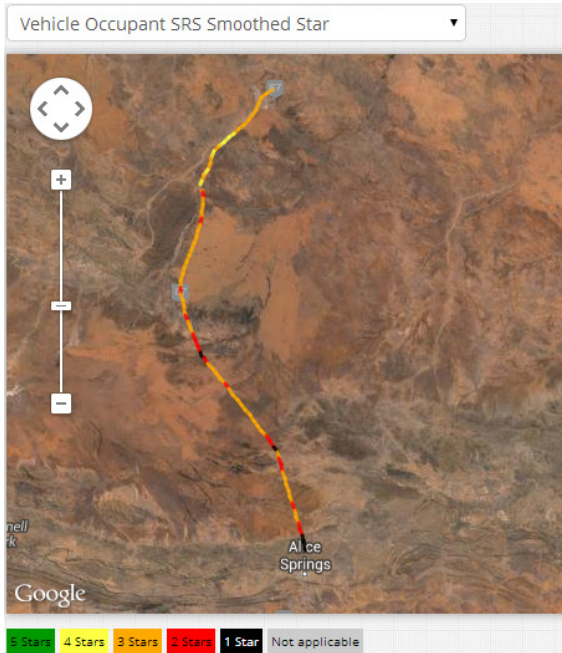
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Barrow Creek Speed Trial – Star Rating and Fatality Estimation Analysis

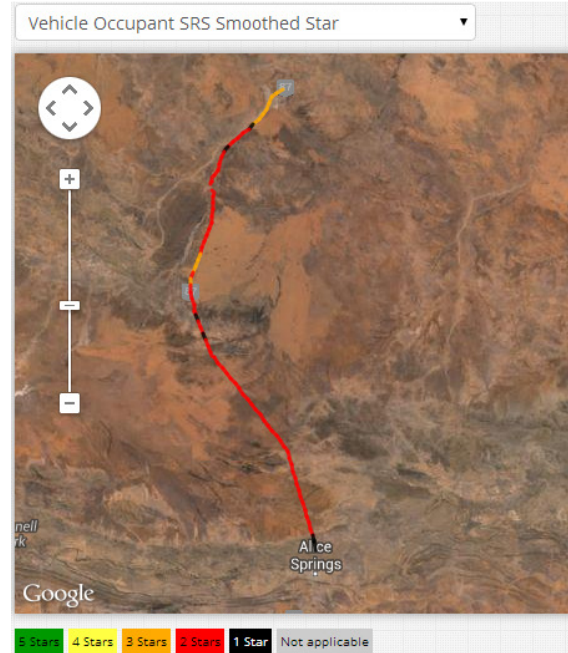
The analysis undertaken below highlights the expected change in the star rating of the road section and the expected deaths and serious injuries associated with a 20kph increase in speeds associated with the unlimited speed trial.

The following results are from the analysis of the section as shown on the [map](#) of the proposed open speed limit in the NT Gov. Factsheet. Starting 1.8km north of the Tanami Road turnoff (ch.1469.809km) just north of Alice Springs and ending 32km north of Ti Tree (56 km south of Barrow Creek) (ch.1262.695km), a length of 204.0km.

STAR RATING – Before Feb 1, 2014



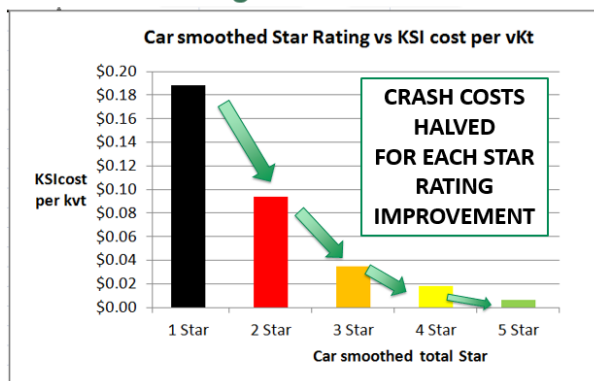
STAR RATING – After Feb 1, 2014



As for the ANCAP star ratings for cars, 1 star is the least safe and 5 star is the safest. iRAP analysis from Australian research suggests crash risk doubles for every reduction in star rating.

Relationship between star rating and killed and serious injury crash cost

Star Ratings and Crash Data



The summary star ratings before and after February 1 are presented below.

STAR RATING – Before Feb 1, 2014

Star Rating	Vehicle Occupant	
	Length (kms)	Percent
5 stars	0.00	0%
4 stars	16.70	8%
3 stars	136.30	67%
2 stars	45.00	22%
1 star	6.00	3%
Totals	204.00	100%
Estimated FSIs per year = 6.98		

STAR RATING – After Feb 1, 2014

Star Rating	Vehicle Occupant	
	Length (kms)	Percent
5 stars	0.00	0%
4 stars	0.00	0%
3 stars	12.00	6%
2 stars	180.00	88%
1 star	12.00	6%
Totals	204.00	100%
Estimated FSIs per year = 9.06		

Analysis shows that the length of road assessed as high-risk (1- and 2-star) will increase from 25% to 94%. The length of road assessed as 3-star will decrease from 67% to just 6%.

It is noted that some of the recent safety improvements are positive and will have a minor impact on the results detailed above. Assuming speeds increase by 20kph there will be 33% more energy in any crash event and vehicles will travel at least 80 metres in the typical 2-second reaction time. The crash worthiness and performance of barriers and rumble-strips under these conditions cannot be guaranteed. It is also noted that any vehicles travelling at speeds in excess of 150kph will be exposed to even greater risk levels than detailed above.

Overall, it is estimated that 2.08 more fatal or serious injuries will occur per year on the 204km length of the Stuart Highway where the change in speed limit has occurred, increasing from the current 6.98 per year to 9.06 per year. Over the next ten years that is approximately 2 deaths and 19 serious injuries.