

12 July 2003

LETTERS TO THE EDITOR

Congratulations to the ABC and Tim Cox on the public forum discussion of Speed Zone reduction proposals in Tasmania. Public discussion and feedback is a vital component of the Speed Zone Review.

Given that the scientific data clearly demonstrates that the number of road crash deaths and serious injuries declines with lower impact speeds, it is hard to work out just where Brett Whitely MHA is coming from with his blanket opposition to the proposals, which aim to achieve a sensible balance.

The Tasmanian Road Safety Council's recommendation to Government broadly involves tailoring speed limits to suit a variety of road surfaces and traffic conditions. For example, the 100 kph limit on country gravel roads, most people agree, is too high, and a number of local Mayors have also called for limit reductions on country bitumen roads. So too most accept that schools, kindergartens, crèches, etc and even stationary school buses need protection because children are being dropped-off, collected, and are generally moving around those areas. There is no argument that precious lives need protection whether or not parents are present.

There are also areas where the 50 kph limit can be extended without being overly disruptive.

The RACT seems to have fallen for the Liberal Party line that reducing speed limits is an alternative for less road improvement funding; nothing could be further from the truth as our roads are being constantly upgraded.

The RACT must accept that building 5 star roads and reducing road deaths can and should be treated as separate issues.

We can all work together to reduce road fatalities.

HON DOUG PARKINSON MLC
Chair
Tasmanian Road Safety Council