



Legislative Council

MEDIA RELEASE

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**THE LEGISLATIVE COUNCIL INQUIRY REPORT ON THE
GOVERNMENT'S PROPOSED RURAL ROAD SPEED LIMIT
REDUCTION FROM 100 KM/H ON SEALED ROADS IS
COMPLETED**

The Legislative Council Committee 'Report on the Government's Proposed Rural Speed Limit Reduction from 100km/h on Sealed Roads' has found that the Government failed to adequately engage and consult with regional communities about the proposed changes to rural speed limits during the development of its strategy.

The Committee report was this morning tabled in the Legislative Council and recommends that the Government affirms its commitment not to proceed with a strategy that would reduce default speed limits on non-urban sealed roads in Tasmania.

Committee Chair Hon Greg Hall MLC confirmed the Committee had made a series of findings and recommendations that highlighted the Government had adopted a flawed strategy that did not support the evidence that the majority of serious and fatal crashes on non-urban roads were attributable to a variety of causes, in which speed is not a factor.

Mr Hall said 'the Committee is fully supportive of the Government's decision no to proceed with the proposed reduction in speed limits to 90 km/h on non-urban sealed roads and has found that the decision reflects strong community opinion on the issue'.

Mr Hall noted that the Committee has made a series of findings in relation to the work completed by the Government and the Road Safety Advisory Council which included:

- The choice of the Kingborough and Tasman Municipalities for the original speed zone trials was questionable and the results did not demonstrate quantifiable improvements in the crash statistics data nor in average travel speeds;
- Changes to speed limits can be made by the Government without the need for regulatory amendment by replacing the current ‘end speed limit’ signage and that the Committee had noted the Minister’s assurances that this would not occur;
- There is currently a lack of reliable data collected by Tasmania Police and the Department of Infrastructure, Energy and Resources to justify the assumption that lowering the speed limit will achieve the expected road safety benefits;
- Slower speeds could result in increased risk taking by a proportion of road users;
- The Government had recognised that reductions in default speed limits was a more feasible road safety strategy than maintaining and upgrading the standard of non-urban roads in Tasmania.

Mr Hall said ‘Putting to one side the serious issues identified in the report, the Committee did however support the implementation of the remaining elements of the Safer Roads: Non-Urban Road Network Strategy and the reduction in speed limits to 80 km/h on non-sealed roads in the interest of improving road safety in Tasmania’.

Mr Hall noted that the inquiry had made a positive contribution to the Government’s reconsideration of its policy settings in relation to rural speed limits and the way it consults with regional communities in Tasmania. He also said that the inquiry had been an important opportunity for stakeholders to express their opinions on the strategy, who would otherwise have not been heard.

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FURTHER INFORMATION: Greg Hall MLC – 0418 132 997