



# Media Release

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## RACT qualified support for rural road reforms

The RACT has given qualified support after today's long awaited announcement by the state government on two rural road issues: speed limit reductions and End Speed Limit signs.

The motoring club is pleased that the Government will dump its confusing End Speed Limit signs on rural roads. The RACT has campaigned for a number of years to have the signs withdrawn in favour of signs that clearly state the legal speed limit on the road ahead, together with a warning that drivers should always drive to the conditions.

End Speed Limit signs have been a constant source of complaint from RACT members in recent years. The signs are confusing and inexact; leaving motorists unsure what speed is safe and legally permissible. The RACT mounted its own campaign – End the Confusion – to convince the government that the signs should be abolished.

The Club is also pleased that the government has drawn back from a blanket approach to rural speed limit reductions.

The government's initial one-size-fits-all approach to rural speed limit reductions was strenuously opposed by the RACT which noted the main causes of rural road crashes were not so much exceeding the speed limit, but issues such as driving without due care and attention, and the use of drugs and alcohol.

"The RACT is more comfortable with the targeted approach being taken by the government to rural speed limit reductions, which is based upon safety criteria for each road," says Harvey Lennon, Chief Executive Officer of the RACT.

"However, any roads earmarked for speed limit reductions under these criteria which nevertheless are strategically important or carry significant traffic volumes, require a commitment from the government to invest in them so that speed limits can be increased to a safe 100 km/h within a short period of time.

"In other words, speed limit reductions should be temporary until the affected roads are made safe. Mobility is an important issue in Australia's most decentralised state in terms of work, the economy, and normal social interactivity.

"The government must recognise that mobility will be adversely impacted by its decisions to reduce speed limits on certain roads, and should therefore commit to a timetable of proper funding for road maintenance and upgrades," says Mr Lennon.

**ENDS 4 September 2012**

**For further information, Mr Lennon on 0417 582 587**