

From: andrew.smith@cargotec.com [<mailto:andrew.smith@cargotec.com>]
Sent: Monday, 26 November 2012 11:33 AM
To: Tom Wise
Subject: Rural Road speed limits

Dear Tom

In response to advertised discussion;

As a 48 year old father, husband and community member I wish to register my support for the implementation of reduced speed limits on the rural (this means all) roads in Tasmania.

There are very few kilometres of roadway in this state comparable in standard to roads on which the other states would allow 100 km/ h speed limits. And, in the main, those states go to the trouble of annually safety-checking the vehicles. No-one in their right mind would support the combination of older cars, no safety checks, more bends, non-divided roadways, shorter distances to cover...all in concert with nation's highest speed limit. How did we get there at all?

Please do not forget the 'B' and 'C' roads. There are some 100km roads featuring e.g. no dividing line markings, undulations, non cambered curves, farm access, stock crossings, machinery, tourists and commercial style vehicles with dubious handling characteristics. It would enhance safety, with little tangible cost to time spent travelling, to blanket limit B roads to 90km/h and C roads to 80 km/h.

It should be noted that Tasmania's car population is growing increasing traffic density every year. However no new roads are being added.

Of further detriment to safety is the situation where on rural roads with 110 km/h speed limits there is a practical minimum speed differential between vehicles in the same lane of 30 km/h where "L" plate and P1 drivers are lawfully using the roadway. I say minimum because the law is structured so as to punish new drivers severely, whereas those with spare points and money to spend can cruise in the vicinity of 90 miles per hour and hardly stand out from the crowd; then the learner is punished by tailgating for taking 30-40 km/ h off the majority's progress. Often, risky overtaking manoeuvres ensue! (I know this from being on the receiving end-my twin sons are holders of P1 and L2 licenses).

Reducing vehicle speeds by 10 or even 20 km/h would make quite an impact on the Tasmanian fuel burn as well, resources would be conserved. But despite loss of income from excise, the inevitable reduction in casualties would be revenue positive for the TAS government.

And lastly, a closing remark; although our AU/TAS road toll, expressed in casualties per person, and per vehicle registered, have fallen in recent years we in Tasmania remain far behind world's safest statistics. But this is not surprising in a state where the most challenging driving conditions in the country are met with the highest speed limits and the oldest cars.

Tom, good luck, you may contribute to saving many lives with this initiative.

With best regards,
Andrew Smith