

Attachment 2

RACT Member Speed Limits Survey 2011&2012; and December 2012 Member comments

December 2012 survey overview

Members who receive the RACT's *E-News* were invited in the December 2012 edition to complete a survey¹ which included six questions covering rural speed limits, urban speed limits, and novice and P plate driver speed limitations.

A total of 880 RACT members responded² to the survey.

Pertinent to this Legislative Council inquiry were the questions regarding:

110km/h speed limit on high standard highways, such as the Bass Highway

- 78.6% of respondents believed the 110km/h speed limit was reasonable
- 14.3% believed it should be higher, say 130km/h
- 6.59% believed it should be lower

The Government's proposal to reduce the speed limit on lower standard sealed roads by cutting the default speed limit from 100 km/h to 90 km/h, while some roads may retain a posted 100km/h limit.

- 66% of respondents believed the current 100km/h default speed limit was reasonable
- 10.2% believed it should be higher, say 110km/h
- 21.1% believed it should be lower, say 90km/h

Incidental, as per the terms of reference for this Inquiry, the RACT also asked members their attitude towards the urban default speed limit of 50 km/h.

- 75.3% of respondents thought an urban default speed limit of 50km/h was reasonable
- 20.5% believed it should be higher
- 2.8% believed it should be lower

¹ RACT E-News December 2012 was sent to 44,931 unique subscribers; 10,322 unique opens (around 23% of total opened the email). 880 survey participants represents 8.5% response rate of those who read the newsletter.

² See Attachment 1 for full survey report, with questions.

February 2011 survey overview

In February 2011, the RACT surveyed members on the issue of rural speed limits, with 937 respondents, and the findings³ were much the same as in the recent December 2012 survey.

To the question: the Government proposes to cut the speed limit on sealed rural roads from 100km/h to 90km/h. Generally do you agree/disagree with this?

- 20.49% agreed
- 79.51% disagreed

To the question: If you could improve just one thing to reduce the number of serious crash incidents on rural roads what would that be:

- 37% nominated more education about driving to the conditions
- 27.5% nominated road improvements such as sealed shoulders and audible line markings
- 12.49% nominated better advisory signs, lighting and clear line markings
- 5.7% nominated reduced speed limits

³ See Attachment 3 for full survey report

RACT Member comments appended to December 2012 Survey:

The December 2012 survey invited comments from RACT members (following). The main themes expressed in commentary concerned:

- The need for better road maintenance.
- Driving to the conditions
- A perception that lower speed restrictions were being considered in lieu of road maintenance/because roads had been allowed to deteriorate.
- The need for more high-visibility police enforcement as a speed deterrent.
- The adverse effects of a speed reduction on business/the economy and increasing travel times for rural commuting
- The perception that responsible drivers were being penalised because of the irresponsible minority.
- Watching the 'speedo' instead of the road ahead
- Potential fatigue as a result of longer travel times

The main themes in comments supportive of reduced speed limits include:

- "Speed kills"
- 100 km/h on stretches of narrow, windy roads should be reviewed.
- Concern that night time speeds are too high, affecting wildlife safety
- Tasmania's topography and state of roads is not conducive to increasing any speed limits

Comments made by RACT members: December 2012:

1. Rural speed limits

THE Legislative Council should be encouraged to commission a full and robust economic analysis of the proposal. Too many policy decisions of this type are taken on the basis that reducing all risk is the best societal aim. However, a more honest economic analysis reveals that, for many policy areas, there are significant adverse consequences from pursuing risk reduction as an overriding goal. Such an economic analysis should be undertaken by a group with strong analysis credentials such as the Productivity Commission so as not to be distorted by inflated claims of indirect costs and benefits driven by interest groups.

I believe the state government are misguided if they think lowering the speed limits is the answer to years of neglect in the area of road maintenance

I would like to know the outcomes of the Kingborough 90/80 kph safer speeds demonstration that has been ongoing for three years. As nothing has been released to the general public, I suspect that nothing useful was demonstrated. The proposed reduction to 90 kph for rural roads seems to be based on the bleeding obvious that the slower you are going when you collide with something, the less will be the damage. Why pick 90 kph? Why not 80 or 70 or 20 even? This constant screwing down of the speed limit as cars become safer defies logic.

I live 40-45mins out of town, if they lower the limit to 90 for most of my roads, which I might add would be perfectly fine to travel at 110 if they were maintained - would make my trip even longer every day. I make this trip every day sometimes several times, perfectly safe if you know how to avoid the pot holes.

LOWER speed limits on open roads causes boredom and even drowsiness.

MAXIMUM speed limits are just that, maximum. Drivers should always drive to the conditions of the road, traffic conditions, weather etc. Decreasing speed limits on rural roads will just give government authorities the opportunity to decrease road maintenance as the roads won't have to meet the higher speed specification, ultimately leading to downgrading of current infrastructure. Is this the real government motive behind the speed limit proposal?

REDUCING speed limits on country roads is no substitute for roads being maintained in good condition by the authorities. Major regional routes such as West Tamar Highway and Frankford Highway are extremely important to the North but are very poorly maintained

...The massive funds spent by this government on support for the Pulp Mill would have been much better spent on these roads.

THE best way to curb drivers travelling at unsafe speeds on any roads is a highly visible police presence. I have ridden a motorcycle approx 18,000 kilometre on roads in the USA where most of the speed limits are higher than here, and the average speed is another 20 kilometres per hour above that for all types of vehicles, and they seemed to be able to handle the speed effectively and safely. They also seem to have better roads which doesn't reflect well on our governments planning and priorities.

1. NO speed limit will stop kids in fast cars killing themselves. And others. Nor will it affect driver inattention - at least not positively - which is a much greater factor in crashes.

2. If the government is serious about speed, limit the maximum speeds of cars. Or at least the speeds shown on the vehicle speedometers. Because the speedos on most current models read to between 200 km/h and 250 km/h, a speed of 100 or 110, or 130, looks quite modest.

THE reduction of speed limits on rural roads is a stupid idea. I suspect most accidents would be caused by errors other than speeding and the ones that are caused by speeding would be caused by drivers who have substantially exceeded the current limit or not driven to the conditions. Reducing the speed limit will not stop this.

I think highways in Tasmania should be reduced to 100km/h. And rural roads 80km/h. We can't all be in that much of a hurry to get anywhere.

KINGBOROUGH Council have had a 90kmh (sealed) and 80kmh (dirt) limit for over 2 years now... has there been any significant changes in accidents/ accident severity / injuries? I am sure there has been a significant increase in speeding revenue!!

SPEED appears to be the default topic when it comes to addressing traffic issues. However, this fails to address poor infrastructure and planning.

AS a person who has to travel long distances in rural areas I am very much opposed to lowering the limit.

THE majority of country roads in southern Tasmania are very narrow and windy, combined with poor maintenance which means that most are only suitable for speed of 90KPH or less. A fine example of the road from St. Helens through to Port Arthur where very little of this road is suitable for speeds above 90KPH.

SPEED 'limits' are only as good as the conditions you find yourself driving in and the quality of the road surface.

THE speed limit is not the issue in Tasmania, it is the parlous state of our roads.

NO doubt the millions of dollars worth of new speed cameras will be deployed on roads where speed limits are reduced, despite the complete lack of any safety issues (have a look at the placement of cameras at the end of the overtaking area near Leslie Vale).

THE Midland Highway inbound to Hobart is ridiculously slow with the 80km restriction prior to Bagdad. It should be lifted to at least 90km/hr. It is frustrating and embarrassing as a National Highway.

PEOPLE should be educated to drive to the conditions, the majority of road users should not be restricted to slower speeds because of the bad driving of the minority. Roads should be maintained to a suitable standard...

I run a small business and travel can be a significant cost of which the time component is important so slowing down traffic unnecessarily can represent a significant loss of productivity to the business/Tasmania.

I think speed limits on "A" highways should be 100 km per hr in Tasmania as on most Queensland highways they are this speed and it does slow vehicles down

REDUCING free flow and or speed of traffic has serious macro economic flow on effects.

TO ensure speed cameras are genuinely contributing to road safety and not cynically just raising revenue, covert camera sighting should be banned, siting cameras at speed trap locations (e.g. bottom of hills, immediately after limit change, etc.) should be banned and

penalties should only apply to speeders 10km+ over the limit, with written warnings for excess speeds 2 - 10km over the limit.

EDUCATION of new and continuing education of current drivers should be highest priority. Look to the German system for an effective competency-based system. Demand truth in data reporting in regard to accident analysis.

REDUCING the speed limits is just an excuse for the government and councils to not have to spend more money on roads in need of repair such as the Arthur Highway and Tasman Peninsula roads

I have been under the impression for a number of years, Australia was working toward national standardisation of all road rules so there was no confusion when driving in any state. Why does Tasmania continually come up with hair brained ideas, that are more about revenue raising than working toward this goal!

50 years traveller, all areas of this state, do not fiddle with speed limits. They are already, confusing, enough. More accidents, will occur during any changes

WHY should we be held back for the entire road to the safe speed for the most dangerous part of that road as it may be for only a few hundred metres out of 100km? It's about driving to the conditions.

CHANGING speed limits will not alter the fact that people are travelling in excess of the speed limit. Unless there are more police on the road in marked vehicles they will continue to speed.... more police is the only way that road traffic accidents will be reduced.

IN my opinion any reduction in speed limits would result in less concentration. I think that the reason for the majority of accidents is lack of attention. eg mobile phones, smoking in cars, too many gadgets and we are focussed on speed as if the other issues that are more within our control don't matter

IT would be wonderful to be able to concentrate on driving at a speed commensurate with my abilities and the road conditions, rather than having to constantly take attention from the road ahead to check on speedometer readings in case of drifting over an arbitrary speed limit set by legislatures - and backed up by penalties!

SPEED limits should be painted on the roads where they are easy to see. Not on posts amongst other signs

I live in a rural area on a dirt road & drive to the conditions on the day. I firmly believe existing speed limits are not to blame for accidents on rural roads but inattention is. Reducing speed limits will not avert inattention.

THE issue of lowering rural speed limits is an attempt to sidestep the real problem - chronic infrastructure neglect over many, many years.

SPEED limits should be uniform throughout the state & not vary between municipalities as is currently the case. Some years ago there was an Australian wide push to standardise traffic laws across the country, speed limits included. Sadly, Tasmania seems to be veering away from the rest of the country.....again, & doing it's "own thing", another demerit for this inept State Gov't.

I am sick of "Big Brother" fiddling with speed limits while allowing the roads to go to rack & ruin becoming more & more dangerous.

I live in a rural area and firmly believe that cutting the speed limit to 90 instead of 100 will not make any difference to safety. Accidents are caused by excessive speed, inattention or alcohol... other accidents are caused by drivers travelling at 60-70 in a 100 kph zone, frustrating other drivers where overtaking lanes are non-existent.

I think speed limits are too high on many low standard Tasmanian Roads & that speed limits should be reduced

MY feeling is that speed limits are in general appropriate. However, driver inattention and failure to comply with the laws and regulations (for example crossing solid white lines or "straight-lining" through bends) are more of an issue in terms of contributing to accidents, than the actual posted speed limit.

As with all speed limits and rules the majority are being penalised for the minority again, doesnt matter if the speed limit is 40,50 or otherwise if the person wants to do the wrong thing they will and no amount of legislation will stop accidents

WOULD be fantastic if all of Australia had exactly the same road rules then not much confusion should happen

Speed from Wynyard to Smithton should be 110km/hr

I live in rural Riana in NW Tasmania. From the North, Riana is serviced by a sealed secondary road (Pine Road) from just outside Penguin. In my opinion this road is in good order and fairly well maintained. The road has the appropriate speed restriction signs where necessary and reducing the speed limit to 90 km/hr would be detrimental to all who use it.

WE need consistency, we all know that just because the speed limit is 100 that it is not a requirement. To have 100 & 90 will only bring back confusion - maybe it is being put forward by the same person, hat caused the "END OF" SIGNS.

IN the overwhelming majority of crashes where speed is considered a factor, the vehicle was exceeding the posted limit. Reducing the limit further will not stop these crashes. Better driver education, including stressing the responsibility component of the licence, combined with better road design and maintenance will do far more to reduce road injuries and deaths than any speed limit reductions.

THERE are many times in a journey where even 90 km/h is not safe and the driver needs to drive to the conditions. There are other times when it is perfectly safe to drive at 100 or 110 km/h. To continue to talk about max speed limits as is being done takes the focus off the driver to drive carefully and safely at all times

TASMANIAN road and weather conditions justify lower speed limits.

MAINTENANCE of road surfaces should have a higher priority than reduction of speed limits

THE lowering of speed limits to 90km is ridiculous. We have sealed roads like that running from Oyster Cove to Kingston and they want to reduce this to 90km!! This is our main highway -well what we have to put up with. It is all about revenue raising and someone needs to stand up for the people. It is only EXCESSIVE speed that leads to death.

I feel speed limits should be more frequently signed for motorists e.g. perhaps painted on road or small signs every kilometre, because it is hard to know when I am entering new speed zones e.g. on Midland Hwy between Bagdad and Glenorchy there are several speed zones

NOT convinced speed is a factor by itself in road trauma. I consider inattention in its various forms as the main factor.

50 kph restrictions in towns like Fingal and Avoca are ludicrous as there are wide streets with few shops or population and little traffic making a farce of the system.

The 110 km/hr max speed on the Midlands Highway where the only division between traffic is a white line does not seem to be the most appropriate

Too much emphasis is placed on speed, leading to a lack of balance on our approach to reducing motoring accidents.

SPEED in itself is NOT the cause of accidents. Driver inattention, alcohol and lack of driving knowledge and skills are the main culprits. It is far too easy to blame speed. After all, deaths can occur falling off a bicycle at 10 kms per hour and hitting an immovable object

CAN you please do something to get Kingborough Council to take down those appalling "Safer Speed Demonstration" signs which have cluttered up our roadsides and villages for over 5 years for no apparent benefit.

WHETHER driving a few kilometres or a few hundred, I see far too many changes of speed limit. Blink, sneeze, watch a toddler near the kerb, check my mirrors... and I've missed a change of speed. Instead of being able to concentrate on "defensive driving," I'm looking for the next speed limit sign.

THE drastic reduction in speed limits on good roads only leads to frustrated drivers and road rage. Slowing down and dumbing down are closely related in my book

I would be interested in knowing why the speed limit should be reduced on major country roads. Who is having the accidents - city people, tourists? Don't penalise rural people for others' lack of skill.

I think one of the best ways to make the roads safer is to quadruple the amount of speed limit signs so people are constantly reminded and remove the ridiculous 'end 80' etc..

I disagree with the idea to lower the speed limit on rural roads to 90kphr. It seems to me that authorities are unable to properly police the current 100kphr, so how would they cope with a lower limit?

THE 110 speed limit should only be on divided roads

THE government need to put more money into maintaining roads instead of reducing speed limits, Fix Tasmania's roads. Stop patching then up... Pot holes and uneven surfaces make for poor driving conditions.

DIER continually fiddles with speed limits, from 100km/h to 80km/h, where it really isn't necessary; and changing broken center-lines to continuous lines so that you can't overtake anymore. The result is that I (and others) often break those rules.

AS a rural dweller I believe moves to tinker with speed limits will have negligible effect on the road toll. Good drivers will always drive to the conditions and bad drivers will ignore rules and conditions as they do now.

RURAL speed limits on sealed roads should remain at 100kph, should also look at slow drivers causing traffic to bank up behind them which then causes frustration and some drivers to take risky overtaking passes.

THE condition of roads is a far more important influencing factor on the road accident numbers than arbitrarily allocated speed limits.

BETTER education is the key to teaching people to drive to the conditions ... defensive driving should be part of the P plate learning experience.

I am often unsure of the default speed limit on by-roads on the fringe of urban areas. Is it 50 or 80/90/100? My road (Thompsons, off Longleys) outside Huonville is posted as 50, whereas the next road (North Glen) closer to Huonville is posted 80, and other similar roads (Dowlings, Voss) in the same area are not posted at all, so is the default urban or non-urban?.

RECENTLY in Europe, we noted the speed limit on major highways was 130km for cars. A 130km speed limit would not be appropriate in Tasmania as the condition of even our best highway e.g. Bass highway, is not up to the same standards. The Tasman highway to the airport should be lowered to 100km because of variations in its surface conditions.

I am concerned about the rural road where I live which is in a farming community. The commuters treat the road as a speed track and a reduction in speed limit would improve the safety for people and animals. The problem would then be - who would enforce it?

I object to councils making recommendations to DEIR about speed limits e.g. Wilmot Street Port Sorell is 60km yet this is a suburban area and should have a default speed of 50km. They say as it is a main feeder road it should stay at 60km. It's dangerous.

PLEASE help get rid of those end of 80 speed limit signs in the Kingborough area. The amount of times I have followed interstate drivers from Kingston to Margate and see them revert to 60 when they see the signs is uncountable.

WHILE road standards are an important factor in maintaining road safety, driver attentiveness and general driver attitude is of greater importance. Establishing appropriate driving attitude needs to start as early as possible such as primary school to inculcate a general policy of willing compliance with road rules and consequences of non compliance as it affects self and others.

REDUCING speed limits on gravel roads is over the top. Driving a AWD or 4WD in 4wd mode under certain conditions and in experienced hands should not be restricted to 80kms. WE need to get the message across that you need to drive to the conditions, vehicle capability and driver experience/skill.

NIGHT time speed limits should be reduced to 80km/h. The amount of road kill is significant and people still drive at 100km/h on rural roads in areas of high wildlife density at the expense of devils/quolls/wombats/wallabies. Trucks should have a lower again speed limit at night (60km/h) or be totally restricted from rural travel between dusk till dawn, due to the excessive damage they cause to wildlife

I agree with proposed changes to speed limits in certain areas...however, we also MUST have this adequately sign-posted WHEN the changes become law. The other thing to consider is the fact that we have many interstate & overseas visitors driving our roads & we don't want to make driving too difficult or confusing by many changes in speed limits.

SPEED kills - a reduction in speed limits even if only small will assist in reducing crashes and fatalities and that is good..

I spent 10 years living at South Arm (Sthn Tas) and now live at Sandford but still travel to South Arm a number of times each week. If the speed reduction was introduced to that community there would be an outcry from the greater majority. Yes there are parts that we slow down on, drive to the conditions (frost, water across the road) but generally the road is in great condition and doesn't warrant a speed reduction.

ACCORDING to the stats the single car accidents are almost always well above the 100 or 110 kph speed limit, so what use is there in penalising all drivers for the handful who will travel above any speed limit anyway.

SPEED limits should be applicable as to road standards and conditions. Many Tasmanian roads are in deplorable condition. Roads should be upgraded before we are asked to go back to horse and cart speeds.

SAFETY on 110 km/h roads would be greatly enhanced if the limit was the same for all vehicles - 100. This would eliminate most of the more difficult overtaking manoeuvres

THERE has been a "Lower Speeds Demonstration" (KISS) in Kingborough for some years. If you look at the roads that are claimed to be affected, eg 80kmh on gravel roads, compared to what is either a safe speed, or the posted speed (usually 60kmh) it is obvious that it was a publicity stunt. There are many sections of road where due to conditions of the road, the posted limit is never safe, Red Hill on the Channel Highway at Oyster Cove for instance has a 90kmh limit. It is never safe to drive at this speed. As a Volunteer FF I have attended many MVA's here. We need to reduce the focus on "Speed" as a cause of accidents and refer to "inappropriate speed". At times, the posted limit is too fast due to weather/traffic etc

THE 'Kingborough Safer Speed Demonstration' has added to the confusion for drivers, particularly interstate and international drivers, who cannot be expected to know where municipalities start and end.

LOWERING the limit to 90 just makes it more difficult as you would probably have to exceed that limit to overtake safely

SOME country roads with numerous driveway accesses running off them (eg Table Cape Road, Wynyard) have 100km speed limits which should be lower say 80km .

AS a regular rural road user, I strongly disagree with reducing speed limits. It is not the road that causes crashes - it is the inexperience, inattention or arrogance of the driver. I am often behind drivers who travel up to 40km below the 100 limit on tighter sections of road, but who accelerate on straight sections so that they can't be safely overtaken. I believe our roads need better, more accurate signage rather than reduced limits.

WE should be able to drive at higher speeds on our better roads, our vehicles are so much better than 50 years ago and we are still restricted to 50 year ago limits. i believe fatigue would not be a problem if people could travel faster between destinations,

RATHER than relying so much on speed limits to maintain road safety we should put responsibility for road safety back on the shoulders of all road users by enforcing the concept of "Drive to the Conditions" and develop each road user's ability to make correct decisions in all circumstances.

WIRE rope barriers kill motorcycle riders and should all be removed, not implemented as a cheap fix. When speed zones change it should also be painted on the road surface.

MAJOR rural roads should retain the 100km/hr The Main Westcoast Highway - Murchinson - should have its speed limit increased to 110km/hr through the long straighter sections of road.

WITH my business I drive approx 70,000 kms per year ... The main issues I have with the highways are the lack of passing lanes on the Bass Highway to Smithton and mainly to Launceston - and coming back from Launceston, the last passing lane before the double lanes at Latrobe are at Parramatta Creek - can be very frustrating when stuck behind traffic

doing less than 80km/hr.

WOULD prefer to see the resources and efforts put into increasing the net quality and safety of vehicles on the road; improving road infrastructure (particularly wire rope barriers and increasing double lanes servicing areas like the Midlands Highway); and improving driver behaviour. Good and safe drivers should not be penalised (through dropping speed limits) for the poor behaviour and attitudes of a few drivers.

THE blanket rule of 100km per hour on roads when these are narrow and windy should be reviewed. Even 80km per hour is too high. Log trucks and B double log trucks should be speed limited to 80km per hour but in the rural setting and windy roads on which I have to travel the speed limit should be 50km per hour. I have this limit outside my house ... and I still can't catch the trucks because they are still speeding at much higher speeds. The number of rollovers from speed on my road is far too many. A B double rollover on my road finishes off the road surface not to mention, blocks the road for up to a day.

I personally find there are more accidents on our highways rather than in the suburbs. The speed limits were lowered in suburbs to 50 km but not on highways. I feel lowering the speed limits on highways will prevent accidents in the future.

BEING able to enforce existing limits would be preferable to changing anything.

I live at the end of a small rural road and the sign posted speed limit does not exceed 70 km over a distance of almost 9 km. There is a couple of kms of unmarked speed zone after an end 70km sign. I am by choice a very moderate driver, but even I find this a very slow pace and would like to see more 80km zones. Other drivers get impatient with me driving at the speed limit and try to overtake ... often in dangerous conditions. Road maintenance leaves a lot to be desired, so I am concerned that we have little chance of getting reasonable speeds on our road any time soon.

LIVING in rural Tasmania and driving on rural roads for over 20 years it would be a shame to punish those road users who live in the area and drive to the road conditions and have been accident free travelling at 100km by dropping the limit to 80km

NIGHT-time speed limit should be 80kph for animal safety.

RURAL roads should be no lower than 100 unless in a residential area. If the road is considered to be unsafe for that speed limit, it should be repaired as a priority. Slow speed

limits at times when it is safe to travel higher only result in the driver looking more at the speedo than the road, becoming more dangerous than driving at the higher speed. Sensible drivers will drive to conditions. Speed limits tend to be for long distances, ignoring road conditions. Drivers who are not sensible will not obey the law anyway so lower speed limits only punish law abiding citizens

SPEED limits on secondary or minor roads should not all be subject to a default speed limit of 90kmh. Some roads cannot support a limit of more than 80 while others can be travelled on safely at 90 or even 100. Rowella Road (C724) for example is posted at 100 but is suicidal at this speed for most of its length, and should be limited to 80.

I suspect that police use 'speed' as a default explanation of vehicle accidents when there is no other legally obvious factor, and that this distorts the stats, leading to a conclusion that speed is what they have to concentrate on. This is convenient, and lazy. It leads to regulation which will optimise revenue, but produces no statistically verifiable reduction in accident death and trauma.

I am not suggesting that speed is not a factor in this. But speed is easy to police, and helps the government coffers. But how do we reduce the incidence of driver stupidity, inattention, inexperience and lack of ability to judge distance and speed?

I firmly believe poor driving and inattentiveness are the major causes of road accidents and deaths in Tasmania, NOT current speed limits which I consider reasonable and safe.

HEAVY vehicles such as trucks should be forced to stick to their limit of 100k/h.

THE road toll and amount of serious accidents have been reduced significantly over the years due to a number of factors, seat belts, air bags, speed reduction, better cars and better roads. However it is still speed that is the main factor in road trauma and death. Tasmania's mountainous environment and the state of our roads is not conducive to increasing any speed limits. Tasmania is not so large that people need to travel vast distances within short time frames. Sit back, relax and enjoy the drive and the scenery our wonderful state has to offer.

A higher highway speed limit should be available on major Hwy's. The 50k speed limit is becoming too prevalent on major roads.

SEALED roads such as the Dairy Plains road should be 80klh, I really think all roads should be assessed and not just a blanket cover.

HAVING driven the highway from GeorgeTown to Bridport many times, i feel that an increase in speed limit to 110 KMH is warranted, if not for the entire length, then certainly most parts. It is so boring on 100

SPEED in itself is not the main problem. Driving to conditions is more important. Reducing the limits results in taking discretion away from drivers who generally respect the laws..

80kmh on gravel roads i agree, but on sealed roads no. It's just a way of not upgrading the road.

THERE are many places on rural roads where the existing 100 km/h limit is too high and should be reduced to 80 km/h. The existing signing for speed on Tasmanian roads needs urgent review. It is confusing and unhelpful. Compliance with signing in other Australian states would make the roads safer for visitors and hence safer for all road users.

MORE focus should be on driver education rather than reducing speed limits

LOWER legislated speeds could cause frustration in drivers and may contribute towards unsafe driving in their own right.

SPEED limits are a crude tool. It's really all about safe driving habits.

I find it very annoying that the speed limits change up and down so often as instead of watching the road I am forever looking down to my speedo to see how fast I am going so as to not get done by a radar camera. From Lauderdale to Town I think the speeds change 11 times. The road condition is my pet hate. Why are the roads in such disrepair?? The revenue from speed fines and petrol tax should be going into new roads. Acton Rd is a shambles as is all the new patches on the road surface in Rokeby. We are supposed to be a tourist state how about we wake up and make it pleasant for everyone to drive here.

MANY country roads with 100km/h limits should be 80. A good example is the Richmond to Cambridge road.

I feel that the Govt. is only replacing one lot of confusion (i.e. END LIMIT signs) with another, that is even more speed limits to reduce drivers' attention to driving.

SURELY it is time the Tasmanian govt woke up and realised whatever the speed limit someone will exceed it. There should be more Police on our roads to deter them

MORE marked police cars. Police presence slows people down

SPEED limit: if it is too low drivers become frustrated, and that is often when accidents happen. It should stay at 100 kph on sealed minor roads, but drive to the conditions.

I have been driving all sorts & sizes of vehicles on & off roads for over fifty years. The hardest thing I found to adjust to was constantly looking out for varying speed limits (and consequent signage or the lack thereof) AND possible speed cameras. This, I found, tended to take my concentration away from current road and traffic conditions... I spent more time checking my current speed rather than my surrounding conditions.

I believe it more important to drive according to actual road, weather & traffic conditions prevailing at the time -- than actual speed limits posted by some other person remote from this location at this time.

2. Urban Speed Limits

I feel that even 50kph is too high in urban/built up and shopping areas eg main streets. Therefore I recommend 40kph. I feel that 100kph is adequate for highways and out of urban areas.

IN connection with the default 50 km/h default speed limit - there are places where that is ridiculous, for example the periphery of the city of Hobart where 3 or 4 lane streets (Macquarie and Davey) are at this limit.. Main road type urban/suburban streets that are through roads, eg Clarence Street, on the Eastern Shore, should retain current 60 kph limit

I think that speed in urban areas should reflect the environment. In some cases 50 is appropriate and in others not. Depends upon road, visibility and time of day....Why not have a speed that varies according to whether or not surface is dry or wet as in Germany

I think the reduction to 50 km/h on Macquarie and Davey Streets was a retrograde step which will not add to safety and slows down the peak hour traffic. I also believe speed cameras should be used where high speed crashes occur - not revenue raising catching people doing 56 in a 50 zone.

FIX the roads instead of just reducing the speed. Remove some of the parking on the side of the road. Stop cyclists from riding two and three abreast

THE speed limit in the Hobart CBD in Macquarie and Davey Streets should be increased to 60kph. These are the main thoroughfares through the CBD and it is just ridiculous to equate them to urban street limits, particularly in off peak times!!

THE great variety of speed limits is very confusing. It is almost impossible, for example, in a city to know whether the limit is 50 or 60. It is a nonsense to think drivers can see every sign indicating a change in the limit because of all the other important things to which drivers must pay attention, such as other vehicles, traffic lights and signs, pedestrians and cyclists. It would be far more sensible to have three speed limits: 50 for built-up areas, 100 for most roads and 110 for highways.

I have just recently been booked on Normanston Rd, Launceston, a road that has been reduced to 50 from 60 km. I was less than 200 meters away from the sign on the Bass Highway that said 60. A good driver drives to the condition regardless of speed limits therefore overly restrictive speed limits are merely revenue raising exercises.

A default urban speed limit is an irrational method of reducing accidents. The specific road conditions should be considered. eg. traffic on Macquarie and Davey Streets still travels at over 50 and retaining 60 seems reasonable. The proliferation of speed limit changes is becoming most confusing. Churchill Avenue is a classic case. Where specific limits at particular times might be necessary, then the appropriate technology already exists to achieve this (electronic signs).

I disagree with the recent changes from 60 to 50 in the city. This is only reasonable in the very inner city, but busy main streets such as Davey Street should be 60. And these changes are completely at odds with the speed limit on roads such as New Town Road, which have very much the same vibe as Davey Street.

I think suburban streets should all be the same instead of some 60 and others 50. It gets quite confusing and most people I know drive at 50 to ensure not to get a speeding ticket. If

it is confusing for us who have driven for years, how must it be for the learner and P plate drivers?

I'VE never been a fan of the 50k speed limit. Yes, in build up areas fine, but now we have 40k limits in some of these also, which in most cases is unnecessary as the traffic dictates your speed which could be 40 or lower. Where will it end? When is it going to be 30 then some bright spark will say THAT is still too fast! I don't like people sitting in offices making such decisions ...

ENFORCED urban 50km speed limits mean that drivers are continually looking at their speedos, when they should otherwise be looking out for pedestrians.

I find that the current urban speed limits are very inefficient in terms of modern cars requiring significant low gear work, increasing wear and tear, increasing exhaust emissions and often impeding traffic flow. While I am comfortable with 50km/hr in highly built up areas I think there are many locations with excellent sight lines where the original 60kms was suitable and perhaps specific areas need to be designated at the lower speed limit.

IN urban areas a default of 60 is fine - in peak hours people will be driving slower anyway.

50k urban default limit is fine for residential streets and shopping areas, but (eg) most of Davey, Macquarie, Harrington, Argyle and Campbell Streets in Hobart should return to 60k.

SPEED traps/detection should be to prevent accidents, not to raise revenue, example is the downhill Letitia St North Hobart which is constantly monitored by mobile and stationary speed cameras, and the only way one can stay at 50 is to have the foot on the brake the whole way down that wide and relatively accident free road.

50 KM/H is reasonable in urban areas, however recently this 50km/hr limit has been expanding onto arterial roads, I do not agree with this.

I support 60km/hr in urban zones, rather than 50km/hr. Sealed rural roads should have a standard speed limit of 100km/hr. Aim for consistency, rather than disjointed policy.