

The Honourable Ivan Dean M.L.C.

Dear Ivan

Submission re: lowering of Speed Limits on Rural Roads (Non Urban)

The Draft assessment of the “ Safer Roads Strategy” suggests that lowering speed limits on non – urban roads ‘could help’ prevent 100 road deaths over the next 6 years ??

Statements and action by S.R.S. gives me great concern of such action. I suggest without facts and addressing the causation, remedial action not taken and the ramification of the economic, social and wellbeing of the rural communities, their desires and opinions.

Failure to recognise R.A.C.T Quotes Oct/Nov 2012.

1. “We noted that 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.
- 2 Mobility is an important issue in Australia’s now decentralised State. In terms of work, the economy, and normal social interactivity.
- 3 During the 12 months under review Tasmania recorded a decline in road crash fatalities of 40% -the biggest reduction of any of the States (NRSS June 2012)”
4. Government must recognise that mobility will be adversely impacted by it’s decision To reduce speed limits on certain roads.

Other failures to recognise - Productivity Commission. Report

- 1 _Freight, goods and transport need to average 100klms /hour to enable a national and international competitive economy.
- 2 Commsec Report – Tasmania’s economic growth has been crippled by glacial population growth of 0.11% the weakest in more than 11 years and 87% below the average.
- 3 Southern Midlands Council motion on Speed Limits is that- they remain the same. – passed late 2012.

As a Councillor I consulted many of the community for their opinion and the answer is-

Quote - "keep it as it is" unquote.

Failed to recognise or state Facts or action.

1. Suicide or self- harm, motor accidents presently 25 - 30% of all fatal road crashes.
2. Driving standards are too low – no training on control of vehicle.
3. Driver due care and attention.
4. Drug and alcohol abuse.
5. % of public who disobey any law, e.g. No driver's license, no registration, stolen

Cars, speed irrespective of signs, no insurance.

The above are Society problems that the State Government can improve if there is the political will.

This Bill does not have fact or due diligence given, only assumption in my opinion.

I believe all drivers should drive to conditions of the road, up to 100klms/hour on rural roads, and 110klms/hour on National highways with the over- arching duty to consider Fog, rain, flood, smoke, ice, gravel – all road conditions, secondly, the motor car and transport are the safest in our history e.g. safety rating on vehicles. – seat belts, air bags, braking capacity, auto locking safety glass, shock absorbers etc.

I recognise and support the wisdom of the majority of Legislative Council Members

And realise only rural people and the centre of the power house of Tasmania's economy would be adversely affected by loss of mobility, increased isolation, affecting health and well-being and our economy.

I humbly request for Tasmania as a whole 'Leave the speed limits in Non urban Zones ALONE.'

Thank you for receiving this input.

Yours,

John Jones O.A.M.

Past President Tasmanian Transport Council

Hon. Life Member and Foundation President Tasmanian Truck Owners and Operators.

Hon Life Member National Transport Federation.

Founder.. Ambassador . (President- Past) of " Rural Alive and Well."

Councillor with Southern Midlands Council