

**Submission  
No 17**

## **INQUIRY INTO SPEED ZONING AND ITS IMPACT ON THE DEMERIT POINTS SCHEME**

**Name:** Mr Mike Wrenford

**Date Received:** 18/02/2014

**From:** [REDACTED]  
**Sent:** Tuesday, 18 February 2014 11:31 AM  
**To:** Parliamentary Committees  
**Subject:** Speed - Road Safety

**Stay Safe Committee**

Dear Mr/Ms

**Re Safety and Speed Zones**

It is my view that as regards the roads and streets of the greater city of Sydney:

1. Excessive speed is dangerous and causes accidents, therefore speed limits are desirable.
2. **The number of different speed zones and the frequent changes in speed limits along the same road is counterproductive. Looking out for speed signs and looking at one's speedo to check one's current speed is dangerous and must cause accidents.**
3. Safety could be improved by:
  - 3.1. A reduction in the number of changes to speed limits on any one road
  - 3.2. A simplification in speed limits to assist motorists to know the speed limit without looking for speed signs eg.

All School zones	40 kph
All Community streets	50 kph
All Arterial roads (grade 1)	60 kph
All Arterial roads (grade 2)	80 kph
All Freeways	100 kph

Furthermore is it my view that School Zones should be reviewed on a case by case basis and a small number probably eliminated. For instance where access to the roadway is restricted by a fence, there is an overhead bridge for pedestrian traffic, bus and vehicular pickup of students is off-roadway and the school in question is a high school.

In regards to multilane highways in the country roads (particularly freeways) I make the following suggestions:

1. Overtaking on the left should be banned and this strictly enforced

2. Trucks should be restricted to the left lane as in many countries overseas
3. In wet weather speed limits should automatically reduce by 10 kph

For your consideration

Mike Wrenford

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