

**Submission
No 6**

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

Name: Mr Don Mills

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[REDACTED]

From: D & J Mills [REDACTED]
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Staysafe Committee
Parliament House

As a motoring enthusiast that has driven high performance cars for over forty years with no country road accidents, I wish to add the following comments on speed limits in NSW.

I was recently in Tasmania and I was astounded to see a lot of main country roads undivided, single lane in each direction and speed zoned at 110 KPH. Apparently Tasmania has a reasonably low accident rate or else one would assume they would drop the limit back to 100 KPH. I do realise they have less cars using the roads, but there still can be quite a few vehicles in some of the 110 KPH areas.

In Europe we have the autobahn with some incredible speed limits and vehicular numbers, and again there is not the expected accident rate, (I am sure you are aware of this). Then I know something is wrong here when I drive on some of the best divided dual lane road that is brand new near Kempsey and find it posted at 100KPH. Short section will probably be the answer here, it is not that short really it contains the longest bridge in Australia and we are only looking at taking 10 KPH off at the end to be back to 100 KPH.

In light of the above are we guilty of being indoctrinated with forever lowering speed limits to solve problems when that in fact may not be the problem. I am aware speed can kill, however I believe a lot of other factors get into the statistics. Are we examining enough of the other causes like driver education & attitude as it is not the car that causes crashes in 98% of accidents, it is the driver.

Maybe drivers who just do not care need to be identified & forced into programs like defensive driving and advanced driving (like I did with Peter Wherritt years ago).

My suburb at [REDACTED] near Coffs Harbour has recently been downgraded from 70 KPH to 50. The good condition roads are kilometres long, very wide with no through traffic and the houses built way back off the road in most cases as the block size ranges from one to five acres mostly. I have been in this area for twelve years and there never has been an accident here that I am aware of, nor have I witnessed an incident that could have been an accident. However when contacted the RMS stated the rules say that we have enough driveways over a prescribed distance to warrant 50 KPH. If you can find the logic in that, I cannot. It is that kind of mindless thinking that is not getting to the bottom of saving lives.

Why are we trialling lower & lower speed limits and not trialling higher limits in areas safe enough to do this ?

I believe the frustrations of having to endure 40 & 50 KPH in some areas are actually causing some people to become dangerous drivers in those areas, the very thing that the low limits are designed (apparently) to stop.

Finally, to summarise this, I believe we are trying to wrap people in cotton wool to protect them. We now have a society that thinks when something goes wrong it is someone else's fault. There is no responsibility being put back into the people in the good way that people used to operate (this is also happening in ways other than driving as well). We cannot protect everyone, they need to protect themselves. We need to start being a bit more innovative along these lines, and the government who does this will win the respect of most people that I have spoken to, and probably most people full stop.

Regards
Don Mills



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