

**Submission
No 28**

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

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Speed Zoning and its impact on the Demerit Points System

Let me start by drawing a distinction between:-

SPEEDING, which is driving at a dangerous or unsafe speed, and

SPEED LIMIT INFRINGEMENT, which is exceeding an arbitrarily set figure, maybe by a small margin. However, we are not told what the margin or tolerance is before an infringement is issued.

I know how Advisory Speeds (for curves) are set, but not Speed Limits, which seem quite arbitrary to say the least, e.g. the 10 km/h reduction in the Default speed and the 10 km/h increase on the Newell Highway.

As the Speed Limits are set in increments of 10, there is a good case to argue in favour of a tolerance of 10 km/h before infringement.

The safe speed at any spot must vary widely, e.g. traffic, weather, lighting etc., yet we have school zones policed to the minute, and gazetted school day, irrespective of the absence of children.

Point-to-point cameras seem to be a better indicator of sustained speed, rather than the snapshot at one moment in one spot, which could be prone to accidental over-speed.

POINTS

It is grossly unjust to have two penalties for the one offence, i.e. fine and loss of points.

Also unfair is the same number of available points for the commercial driver (whose job depends on his licence) as for the leisure driver. This amounts to a third, severer penalty. This has led some otherwise honourable citizens to perjure themselves.

Yours sincerely,

[REDACTED]
William P Burton B.E, Grad. Dip.

P.S. Sorry my submission does not easily fit your a) to h) categories.

I can provide electronic version if desired.

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