

**Submission
No 5**

SPEED LIMITS AND ROAD SAFETY IN REGIONAL NSW

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Speed limit and road safety submission

I think that more focus should be given to the actual massive drop in road trauma in the last decades.

This is due to the modern technology of traction controls and other electronic safety mechanisms that prevent loss of control and subsequent roll-overs. These were the main causes of road deaths for many years until recently.

The elephant in the room is ignored by the press and authorities.

The continual focus and emphasis on speed as the major cause of road trauma has *serious negative effects*;

- ***It instils the dangerous view that as long as you stay under the limit you are safe.*** Particularly for city dwellers in the country.
- The highway traffic speed will adjust itself to what is perceived to be a safe speed by the majority of travellers*. If that is near the limit, that's fine, but if the limit is too low it simply increases the ***dangerous distractive issue of speedo-gazing****.
- ***The authorities have lost respect*** by fostering the common perception that policing of speed limits is revenue raising.

*I suggest that outback South Australia has an average actual traffic speed (cars) of around 110 to 120. (The limit is 110)

Once across the Northern Territory border, the traffic speed remains exactly the same, despite the limit rising to 130kmh. Why is this? Because the environment does not change. And it is the surrounding environment that dictates safe speed.

Consider this. When cruising on a remote highway, what is the first thing you do when you see a distant vehicle appear? Right, check your speedo.

But in the Northern Territory, this does not happen. You will continue without serious mental distraction. Ask anyone who has driven across the border, the mental change is dramatic.

So my submission can be summed up as this;

- **Cut the official focus on speed alone. The public is cynical and deaf.**
- **Focus on mobile phone and other modern distractions like big central screens.**
- **Allow more realistic speed limits where the field is clear.** This may even cut trauma, as there is nothing more soporific than driving well under a realistic speed for long distances.

So in summary;

Yes, rural speed limits need adjustment to match the environment, which includes traffic mix, and roadside clearance visibility.