

**Submission
No 38**

SPEED LIMITS AND ROAD SAFETY IN REGIONAL NSW

Name: Mr Rodney Blundell

Date Received: 2 July 2022

I am 76yo - HC licenced for 58 years.

SPEED LIMIT DECISIONS - there are huge inconsistencies in imposed limits. The same speed limit where one situation is open road, another where a series of quite tight bends and undulating road and short distance vision, another where it becomes 100kph 50 yards before a yellow advisory sign saying 75kph because of a bend and bridge - why not place the 100 sign AFTER that.

In Tumut's Currawong Rd the speed limit is 50kph with an 80kph sign 20 yards before the road turns the corner! There is just no rhyme or reason to so many situations.

TOWN SPEED LIMITS - it seems a blanket rule is being applied for 50kph through country towns, without consideration of the actual surroundings such as the openness of the situation, clear vision, main highway. An example is Snowy Highway Tumut with 6 to 7 kilometres at 50 kph (with insufficient signs) where the limit should be 60kph with only a reduction to 50kph in the CBD/Playground area of about 1 Km

HIGHWAY SPEED LIMITS - the dual carriageway Hume Hwy is entirely 110kph max. with long straight stretches and well engineered curves these days. Other Highways are similarly improved in the last decade or more. A speed limit of 120kph would generally be more appropriate and is indeed a reality for a large number of motorists who otherwise get dreary/bored on long trips, regardless of rest stops.

Sitting on 110kph, you are overtaken by many large trucks.