

October 11, 2018

The Honourable Lloyd Hines, Minister of Transportation and Infrastructure Renewal

Mr. Hines, I am at somewhat of a disadvantage in that I am currently out of the country and will reference comments I have read or heard about but have not read or heard directly first hand. I trust what I have read and heard is accurate but please excuse anything that may derive from something that is not.

I provided comments to Law Amendments through a written submission I provided the Legislative Council for the Committee (attached), including the issue of authority for setting speed limits.

You will read in my submission I am only suggesting local Traffic Authorities (TA) be provided the authority to set lower speed limits, not higher. I have read others recommending local TAs should be allowed to set speed limits within their jurisdictions. I have not read MLA Chender's motion but if it requested local TAs be given the authority to set speed limits, lower and higher, I too would have voted against it. From media reports that have been relayed to me I understand this to be your issue as well

That being said I see no issues, and in fact considerable benefit to providing local TAs, who better know their area, the authority to set lower speed limits.

It strikes this that this can be easily achieved by simply replacing the '50' in Section 23(4) with either '40' or preferably '30'

(4) Subject to subsection (5), a traffic authority, other than the Provincial Traffic Authority, may not set a speed limit greater than 80 kilometres per hour or less than 30 kilometres per hour without the approval of the Provincial Traffic Authority.

Where there is a multitude of evidence lower speed limits protect vulnerable road users through fewer collisions and reduced seriousness of injury when collisions do occur, it strikes me as inconsistent with the direction of this Act, being to provide more protection to vulnerable road users, a direction I fully support, to then retain a bureaucratic inefficient provision requiring approval of the Provincial Traffic Authority for the relatively straight forward municipal goal of reducing the speed limit in a neighbourhood, and thereby further protect vulnerable road users.

As presented above this legislative change can be achieved by changing one number (from 50 to either 40 or preferably 30) in Section 23(4) of the proposed Act, with the change having no impact on the required (Provincial) authority to increase speed limits.

I encourage you to reconsider this issue with hopes that such a change will be made.

Sincerely,
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