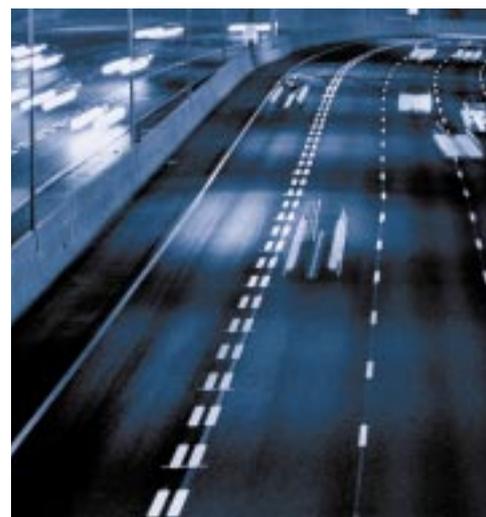
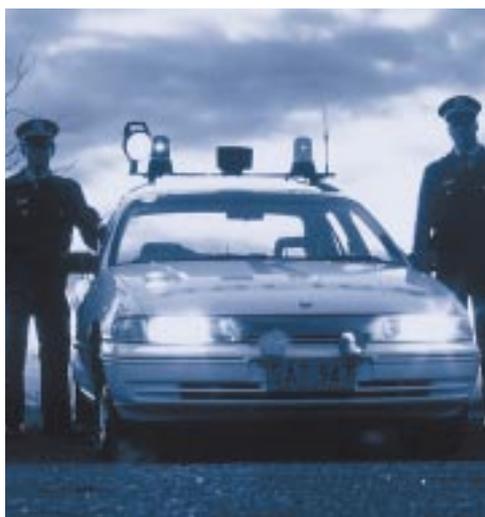




*Road Safety 2010*

# Speed Management Action Plan 2002–2004





## Introduction

This document sets out the objectives, strategies and actions of the *Speed Management Action Plan* for 2002–2004.

While the *Speed Management Action Plan* has been developed by the RTA, the road safety program in NSW is substantially a whole-of-government program. Accordingly, although RTA is the lead agency and has primary accountability for most of the actions, many other agencies and community organisations will play important roles to ensure the Plan can be successfully implemented.

The development process of the *Speed Management Action Plan* involved a comprehensive program of consultation.

- *Road Safety 2010* set out the basic commitments in November 1999.
- Road Safety Public Forums in 2000 at Bathurst, Maitland and Campbelltown identified specific ideas and initiatives to be addressed.
- A first draft was prepared incorporating *Road Safety 2010* initiatives, recommendations of the Road Safety Task Force and from the Road User Behaviour Study, and comments from the three Public Forums.
- The draft was further developed in an internal RTA workshop.
- Stakeholder groups provided input to the draft Action Plan at an external workshop.
- Road Safety Public Forums in the Central Coast and Northern NSW and the NSW Road Safety Task Force members provided further input towards a final draft.

The RTA extends thanks to the other agencies and community and industry groups who have contributed to this Plan, many of whom have also pledged to work with the RTA in its implementation.

## Strategic context

The NSW *Speed Management Action Plan 2002–2004* operates within the broad long-term road safety framework for NSW, *Road Safety 2010*. The Action Plan contributes to *Road Safety 2010*'s goal of halving the road toll in NSW by 2010.

The key aim of *Road Safety 2010* is to reduce deaths and injuries on NSW roads through initiatives that will produce:

- Safer people (meaning all road users).
- Safer roads.
- Safer vehicles.
- Community based action.

The Plan is consistent with the recommendations of the NSW Road Safety Task Force, which reported to the Minister for Roads in April 2001, and with the recommendations of the Road User Behaviour Study reports published in September 2001.

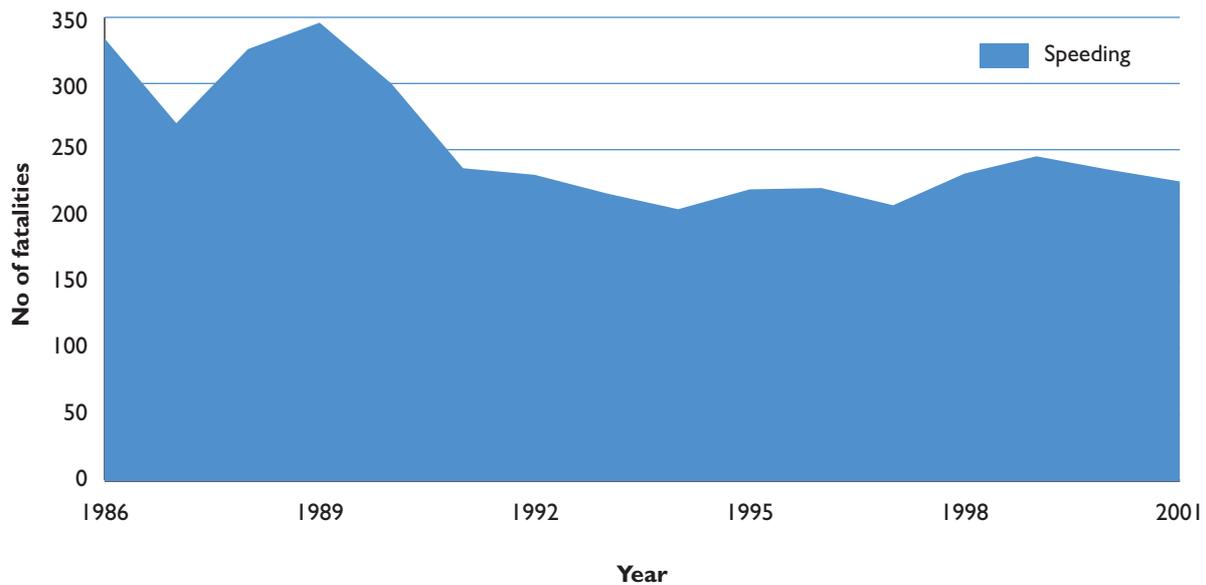
## Scope and nature of the speeding problem in NSW

The NSW Government aims to halve the road toll by the year 2010. Managing speed is a central part of this strategy. Speeding is the single most significant factor in road fatalities in NSW. It contributes to the likelihood of a crash occurring and also to the severity of injury from crashes. Speeding is estimated to contribute to 40% of fatalities. Reducing speeding and improving compliance with speed limits is a high priority in halving the road toll by 2010.

Recent research has found an increased risk of a casualty crash associated with increased travelling speeds above the posted speed limit. For example, the relative risks for different speeds relative to travelling at 60 km/h in 60 km/h speed zone is as follows:

Travelling speed	Risk of having a casualty crash (relative to 60 km/h)
65	twice
70	4 times
75	11 times

### Number of speed-related fatalities in NSW, 1986–2001



**Table 1: Total number of fatalities and number of fatalities in speed-related crashes**

Year	No of fatalities	No of fatalities in speed-related crashes	Speed fatalities as % of total fatalities
1996	581	221	38
1997	576	208	36
1998	556	232	42
1999	577	245	42
2000	603	235	39
2001	524	226	43
<b>Average (1996–2001)</b>	<b>570</b>	<b>228</b>	<b>40</b>

## Trends in fatal speed-related crashes

Features of the speeding problem in recent years are summarised as follows:

- 82% of speeding drivers\* in fatal crashes were male.
- Young males aged under 26 years are over-represented as speeding drivers in fatal crashes but this has been decreasing over recent years. In contrast, the proportion of speeding drivers in fatal crashes aged 40 years or more has been increasing.
- Speeding is a factor in around 37% of all fatal crashes but is involved in 59% of fatal crashes where three or more people are killed.
- Speeding drivers involved in fatal crashes were 5 times more likely to have been drink driving and around twice as likely not to be using a protective device (eg a seat belt or helmet).
- Half of all fatal speeding crashes occurred at night between 6pm and 6am.
- Speeding remained a key issue for country road safety with around 42% of fatal crashes in country areas considered speed-related compared with 32% of fatal crashes in metropolitan areas. More than two-thirds of country speed-related fatal crashes involved a country resident speeding driver.
- Unlicensed drivers are twice as likely as licensed drivers to be involved as speeding drivers in fatal crashes.

\* Throughout this section, “drivers” includes “motorcycle riders”.

## Achievements and recent developments in speed management

Key speed management initiatives of recent years include:

- The introduction of double demerit points for public holiday periods from 1997.
- The introduction, in partnership with Councils, of a 50 km/h urban speed limit, starting in 1998.
- Public education campaigns based on the theme *Safe Speeding. There's no such thing.*
- The installation of fixed, digital speed cameras at high accident locations ('blacklengths'), which commenced in December 1999.
- The establishment of 40 km/h School Zones outside most (soon to be all) schools and lower speed limits in other areas of high pedestrian usage.

The Road Safety Task Force appointed by the Minister in January 2001 recommended in its report of April 2001 that:

- High speed offences should be dealt with in a manner more closely aligned with drink driving offences.
- The Australian Transport Council should be asked to consider a national policy on speed limiting devices.
- New penalties should be accompanied by more public education on driving at a speed appropriate to circumstances and conditions.

Work is currently underway to implement these recommendations.

# Speed Management Plan goal

*Reduce the incidence and severity  
of road crashes involving  
speeding drivers and riders*

## Objectives

- 1. Improve awareness, knowledge and understanding of the dangers of speeding.*
- 2. Provide a safer road environment, with appropriate and consistent posted speed limits.*
- 3. Continue to improve the management of speed through safer vehicles.*
- 4. Strengthen the RTA's relationship with the NSW Police to inform the public about speed limits and penalties and to enforce them.*
- 5. Work with government and non-government organisations and community groups to manage speeding.*

## Safer people

<b>OBJECTIVE 1: Improve awareness, knowledge and understanding of the dangers of speeding</b>		
<b>STRATEGY:</b> Increase community awareness, knowledge and understanding of the dangers and consequences of exceeding the speed limit or driving too fast for the prevailing conditions		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Monitor trends in speed crash statistics statewide and within Regions; monitor national and international trends.	RTA	Ongoing
Monitor community awareness, knowledge, attitudes and behaviour in regard to speeding.	RTA	Ongoing
Develop, conduct and evaluate statewide public education campaigns particularly targeting high risk groups to educate the community about: the consequences of speeding, and the importance of driving within the legal limits and in a manner appropriate to the conditions and the road environment.	RTA, LG	Ongoing
<b>STRATEGY:</b> Provide information about the dangers of speeding to young people and novice drivers		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Continue the road safety education programs in secondary schools.	RTA, DET, CEC, AIS	Ongoing
Continue to provide novice drivers with information about the dangers of speeding through the Graduated Licensing Scheme.	RTA, MAA	Ongoing
<b>STRATEGY:</b> Target for special programs drivers convicted of driving substantially above the speed limit and/or in a dangerous way		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Assess the existing Traffic Offenders' Program for its appropriateness in this area, identify the appropriate target group, develop an appropriate curriculum and draw a plan for broader application across the State.	RTA, AGD, Probation and Parole, MAA, NSW Police, community representatives	Yr 1

## Safer roads

### OBJECTIVE 2: Provide a safer road environment, with appropriate and consistent posted speed limits

**STRATEGY:** Ensure speed limits and zones are appropriate and consistent throughout NSW

ACTIONS	INVOLVED	KEY DATE
Develop a set of Speed Zoning and Signage Practice Guidelines consistent with international best practice.	RTA	Yr 1
Conduct a review of speed limits on all NSW roads to ensure that posted speed limits are appropriate to the functions and characteristics of the road.	RTA	Yrs 1–3
Implement a consistent signposting policy across the State to inform drivers, riders and passengers of the posted speed limits, in accordance with the new Speed Zoning Guidelines.	RTA	Ongoing

**STRATEGY:** Promote and implement appropriately low speed limits in residential areas and areas of high pedestrian and bicyclist activity

ACTIONS	INVOLVED	KEY DATE
Continue to encourage Councils to adopt 50 km/h urban speed limits.	RTA, LG	Ongoing
In areas of very high pedestrian activity and low traffic function, encourage Councils to adopt 40 km/h speed limits or lower.	RTA, LG	Ongoing
In residential areas of high vehicle intrusion, encourage Councils to consider engineering treatments such as Local Area Traffic Management.	RTA, LG	Ongoing
Install uniform 40 km/h school zones at each school in NSW.	RTA	Yr 1
In appropriate locations, encourage Councils to implement Shared Pedestrian Zones.	RTA, LG	Ongoing

<b>STRATEGY:</b> Enhance the network of fixed digital speed cameras at suitable locations		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Continue to install further fixed digital speed cameras on 'blacklengths' throughout the State.	RTA	Ongoing
Publicise the presence of fixed digital speed cameras in high accident areas.	RTA	Ongoing
Evaluate the fixed speed camera program and respond to the findings.	RTA	Yrs 1–3
In conjunction with the NSW Police, plan and implement the complementary use of fixed and mobile speed cameras.	RTA, NSW Police	Plan: Yr 1 Implement: Yrs 2–3

<b>STRATEGY:</b> Monitor, research and evaluate developments in road-based measures to improve speed-related road safety		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Monitor and research the development of speed-related measures to improve road engineering, such as 'perceptual treatments'.	RTA	Ongoing

<b>STRATEGY:</b> Improve the safety of existing roads		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Continue to plan and implement measures to address locations with known crash history (including speed-related crashes) across the State.	RTA, LG	Ongoing

## Safer vehicles

OBJECTIVE 3: Continue to improve the management of speed through safer vehicles		
<b>STRATEGY:</b> Encourage consumers to buy safer vehicles		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Through ANCAP, promote up-to-date information on the safety performance of new and used vehicles to encourage the purchase of cars with higher levels of safety features and performance.	RTA, NRMA, MAA	Ongoing
<b>STRATEGY:</b> Encourage vehicle manufacturers to build new vehicles with improved safety features that address speeding		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Share information with international NCAP programs to influence manufacturers to incorporate improved speed-related safety features.	RTA, NRMA, MAA	Ongoing
Monitor the development and installation in vehicles of devices such as speed governors, speed warning devices, headway radar and better brakes.	RTA	Ongoing
<b>STRATEGY:</b> Discourage reference to speed and power as a means of promoting motor vehicles in advertising		
<b>ACTIONS</b>	<b>INVOLVED</b>	<b>KEY DATE</b>
Work with other States, Territories, the Commonwealth Government to encourage vehicle manufacturers to limit the use of speed and power as a focus of promotion of new vehicles.	RTA	Ongoing

## Community based action

### OBJECTIVE 4: Strengthen the RTA's relationship with the NSW Police to inform the public about speed limits and penalties and to enforce them

**STRATEGY:** Work with the NSW Police to deliver strong Police enforcement operations aimed at deterring speeding

ACTIONS	INVOLVED	KEY DATE
Support NSW Police speed enforcement activities with public education campaigns.	RTA, NSW Police	Ongoing
Enhance NSW Police enforcement operations targeting speed with the support of targeted RTA funding.	RTA, NSW Police	Ongoing
Ensure that the introduction of any revised penalties is accompanied by a media campaign describing the changes and reinforcing the role of speeding in road fatalities.	RTA	Ongoing

**STRATEGY:** Enhance existing legislation and ensure that penalties are appropriate to deter speeding

ACTIONS	INVOLVED	KEY DATE
In accordance with the recommendations of the Road Safety Task Force released in April 2001, review penalties for speeding offences and develop legislation to amend the structure of speed penalties to work towards achieving parity with drink driving offences.	RTA, NSW Police, AGD	Yr 1

### OBJECTIVE 5: Work with government and non-government organisations and community groups to manage speeding

**STRATEGY:** Encourage local community action to reduce speeding-related trauma and economic costs

ACTIONS	INVOLVED	KEY DATE
Continue the Road Safety Officers' Program and the NSW Local Government Road Safety Program to provide a means of identifying and initiating behavioural and engineering road safety improvements, including those related to speeding, at the local level.	RTA, LG, MAA, IPWEA	Ongoing
Work with community groups and the private sector to initiate behavioural and engineering road safety improvements at the local level relating to speeding.	RTA, LG, community groups, private sector	Ongoing

## Key to acronyms

AGD	Attorney General's Department
AIS	Association of Independent Schools
ANCAP	Australian New Car Assessment Program
CEC	Catholic Education Commission
DET	Department of Education and Training NSW
IPWEA	Institute of Public Works Engineers Australia
LG	Local Government
MAA	Motor Accidents Authority
NCAP	New Car Assessment Program
NRMA	National Roads and Motorists' Association Ltd
RTA	NSW Roads and Traffic Authority



