The Hon. Duncan Gay MLC

Minister for Roads, Maritime and Freight
Leader of the Government
Legislative Council

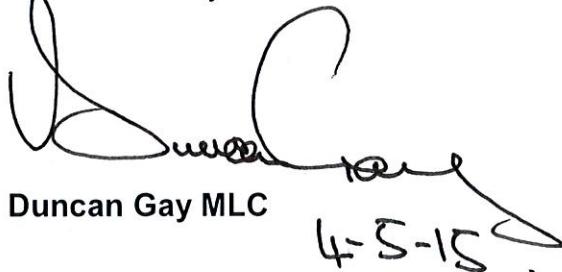Your ref: LAC14/341
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Ms Ronda Miller
Parliament House
Macquarie Street
SYDNEY   NSW   2000

Dear Ms Miller

Thank you for your correspondence about Report Number 4/55 of the Joint Standing Committee on Road Safety (Staysafe) – *Report on Speed Zoning and its Impact on the Demerit Points Scheme.*

The Premier has approved the whole of government response and I attach a copy for the Committee's information.

Yours sincerely

Duncan Gay MLC

4-5-15

NSW Government Response to

The Parliamentary Joint Standing Committee on Road Safety (Staysafe) Report 4/55 - November 2014

Inquiry into speed zoning and its impact on the demerit points scheme.

May 2015

Recommendation 1

The Committee recommends that the NSW Police Force provides more extensive crash data collection and crash evaluation training to police officers, in order to improve the quality of crash data at the point of capture. More accurate data will enable the development and implementation of targeted policies addressing speed related factors contributing to crashes on NSW roads.

POSITION

Supported in part

COMMENT

Given the existing data enhancement activity and training measures the NSW Police Force already have in place, this recommendation is supported in part.

The Government will continue to improve the quality of crash information. Transport for NSW and NSW Police Force are already undertaking a joint crash data enhancement project, which started November 2014. Within the scope of this project are new data elements addressing some of the gaps currently existing in the crash data. Although data enhancement is an ongoing activity, some data enhancements have already been delivered and more will be delivered in 2015.

All NSW Police Force recruits currently receive instruction in traffic accident investigation, issuing of penalty notices and the entry of Computerised Operational Policing System (COPS) data at collisions and NSW Police provides a number of operational officers with additional and more specialised crash investigation training of 76 hours duration, comprising face-to-face training.

The NSW Police Force has also created a crash investigation training course for limited delivery that is due to start in 2015. It is intended that this course will facilitate the up-skilling of some officers in areas not serviced by Crash Investigation Units. The course will include instruction to assist police in determining the speed of vehicles involved in crashes.

There are currently no plans to change these arrangements, given the varied demands on training resources.

Recommendation 2

The Committee recommends that the NSW Police Force reviews the adequacy of equipment and resources provided to officers in the conduct of investigations at a crash site.

POSITION

Supported

COMMENT

The NSW Police Force continuously reviews and evaluates new technologies to improve service delivery across the organisation and implements changes where necessary. For example in recent years, with support from Transport for NSW, NSW Police have implemented the rollout of mobile Automatic Number Plate Recognition technology and Electronic Computer Management to assist with heavy vehicle safety and compliance enforcement.

Recommendation 3

The Committee recommends that the NSW Police Force, in consultation with Transport for NSW, makes refinements to the Computerised Operational Policing System to identify more precisely the involvement of speed in road crashes. The results of more targeted cause related data should be used to develop and implement improved policy responses to address speeding on NSW roads.

POSITION

Not supported

COMMENT

As a general principle, the NSW Police Force supports the collection and provision of reliable data to inform policy responses to wide range of issues, including traffic and speed related crash information. The Computerised Operational Policing System (COPS) contains an optional 'Pre-Crash Speed field' for major traffic crashes to identify if speed was a contributor to a crash. No further changes to COPS are required.

Although the NSW Police Force does not support further refinement of the COPS database as recommended, Transport for NSW and NSW Police Force are already undertaking actions under a joint data enhancement project.

The methodology to determine speed involvement in crashes, in place since 1986, is well understood and provides a consistent measure of speed involvement. This consistent measure has enabled the development of countermeasures to reduce fatalities and serious injuries from speeding. Work will continue to identify further countermeasures to reduce speeding on NSW roads.

Recommendation 4

The Committee recommends that Transport for NSW commissions research into the causes of the high road crash fatality rate in rural NSW and develops and implements specific policies to reduce its impact.

POSITION

Supported in principle

COMMENT

Research is completed and ongoing work being conducted identifying underlying causes of fatalities in country NSW. Reducing road trauma in country NSW is a focus under the NSW Road Safety Strategy and is targeted by behavioural and infrastructure programs such as the NSW Safer Roads Program. Specific programs to address these issues include:
- Blackspot Program
- Run Off Road Treatment Program
- Route Safety Review Program
- Local Roads Safety Works Program.

In country NSW the major issues in regards to fatalities identified to include head on crashes, run off road and curve crashes. Speed is the most significant contributory factor to fatalities in NSW, including these types of crashes.

Excessive or inappropriate speed remains the leading behavioural factor involved in road fatalities in NSW. Provisional road toll for 2014 indicates that speed was involved in 41 per cent of fatalities across NSW and was higher in country areas with 44 per cent of fatalities involving speed as a contributory factor.

Transport for NSW currently conducts analysis to identify high crash risk on roads across NSW and explore targeted works and measures that mitigate those risks.

Additionally the Centre for Road Safety is collecting data and coding for risk on state roads in order to utilise available risk models for the safety rating of the NSW state road network.

Recommendation 5

The Committee recommends that Transport for NSW commissions a comparative analysis and review of the definition of speeding as a causal factor in crashes to determine whether the current definition allows adequate comparability across jurisdictions and is the most appropriate for NSW.

POSITION

Not supported

COMMENT

Transport for NSW collects data on all reported crashes to identify contributing factors, including speed. Summary data is published in statistical statements on the Centre for Road Safety website.

The criteria for identifying the involvement of speed in NSW road crashes have been applied consistently since 1986. Their consistent application over nearly three decades has supported rigorous analyses of long-term crash trends in NSW crashes, facilitating the development of evidence-based road safety policy.

In depth crash studies show that crashes are multi-factorial in nature. For this reason, in contrast to the crash criteria used in the UK and some other countries, the NSW criteria identify speeding and other factors as 'contributors' rather than 'causes' of crashes. These differences make it challenging to compare the rates of speed-involved fatalities in different jurisdictions.

As part of the Austroads Safety Taskforce, NSW is working with other jurisdictions to refine data collection, where the current focus is on serious injuries.

Recommendation 6

The Committee recommends that Transport for NSW develops and implements strategies to increase awareness of the risks and combat the acceptability of low-level speeding in NSW.

POSITION

Supported

COMMENT

The Government will assess current speed programs with the aim of increasing community awareness of the risks of speeding. This will be part of work to develop an effective integrated speed management framework using the Safe Systems approach to reduce deaths and serious injuries from speed-related crashes. The framework will include:

- communication and education that explains the increased risks of death and serious injuries from speeding;
- a new speed zoning review program to deliver safer and more consistent speed zones across the State;
- ongoing improvements to the use of road and roadside design and engineering treatments to change motorists' behaviour to drive at safer speeds;
- improve the deterrence of speeding through the use of high visibility police and camera enforcement to raise motorist apprehensions of being caught should they speed; and
- use of penalties and justice policies and programs to stop reoffending.

The continued development and implementation of speed communication and education strategies will form part of the speed management framework.

In recent years, public education targeted at addressing speeding has focused on 'any level of speeding' and has not depicted 'high level' speeding. The intention has been to frame 'excessive speeding' as any level above the speed limit.

As an example of this approach, Transport for NSW released an interactive YouTube video in 2014 titled, 'How sorry will you be?' This continues the 'Don't Rush' campaign, featuring Dr Brian Owler, President of the Australian Medical Association. The video depicts a low-level, rather than excessive, speeding scenario and encourages community vigilance among peer groups to speak out against others who exceed the speed limit.

The Government also addresses speeding at all levels through enforcement and penalties, with different levels of penalties and approaches in accordance with the risk of that behaviour.

Recommendation 7

The Committee recommends that Transport for NSW commissions research into the impact of travelling at inappropriate speed under the legal limit.

POSITION

Supported

COMMENT

Transport for NSW will continue to investigate research, policies, programs, road treatment options and technology to improve driver compliance with driving to the conditions (i.e. at an appropriate speed) for integration into the speed management framework.

With regards to the Committee's interest in vehicles driving at different speeds on the same road, Transport for NSW has identified the law requiring motorists to keep left unless overtaking on higher speed roads as part of the 'Top Ten Misunderstood Road Rules'. We will continue to design communications efforts to address this issue.

Transport for NSW will investigate this issue to identify what other initiatives may be effective to ensure drivers comply with this law.

Recommendation 8

The Committee recommends that Transport for NSW commissions research into underlying causes of speeding behaviour, in order to fill the existing information gap in this area. Research results and data should be used to develop better targeted policy responses to address speeding on NSW roads.

POSITION

Supported

COMMENT

In developing the speed management framework, Transport for NSW will investigate how behavioural insights can lead to better targeted policy approaches to reduce the prevalence of speeding. Key to that work will be Transport for NSW research into community attitudes and behaviours.

Transport for NSW conducts regular attitudinal research to provide insights into the underlying causes of speeding behaviour. This research has informed the development of policies and communications initiatives to reduce speeding. The most recent attitudinal study was completed in 2013.

The 2013 findings covered a range of topics, such as reasons for speeding and the influence of enforcement practices. Agreement with the notion that *'there is no such thing as safe speeding'* declined in 2013; and particularly the proportion of drivers strongly agreeing with this statement. This indicates that low-level speeding remains moderately accepted by the NSW community, which reinforces the need for further actions to address this issue.

Transport for NSW will conduct further attitudinal research in 2015/16 which will be used for the ongoing development of policy and communications responses to reduce the prevalence of speeding.

Recommendation 9

The Committee recommends that Transport for NSW reviews the current range of speed zones in the State and examines the merits of reducing the number of zones to provide greater consistency of speed zone operations across NSW.

POSITION

Supported

COMMENT

Transport for NSW is working with Roads and Maritime Services (RMS) to update the NSW Speed Zoning Guidelines to improve guidance on these issues. Transport for NSW is also developing a new Speed Zoning Review Program to address crash risk and speed zone variability, targeting the State's classified road networks. It will also encourage RMS and local councils to work collaboratively to reduce the number of speed limit changes on local roads, using the Traffic Committee structure and involving local communities in the process.

Safer and more consistent speed zones will form a key plank of the speed management framework.

Recommendation 10

The Committee recommends that Transport for NSW considers extending the use of point-to-point cameras to cover all light and heavy vehicles, in order to ensure improved compliance with speed limits on NSW roads.

POSITION

Supported in part

COMMENT

The Government will continue to investigate this recommendation as part of its review of the best use of high visibility police and speed camera enforcement to reduce the prevalence of speeding and the resulting road trauma.

While point-to-point enforcement has only been in place in NSW for a short time, early crash analysis indicates that the cameras are reducing heavy vehicle crashes and casualties. Infringement data for point-to-point enforcement lengths show a high level of compliance within the enforcement lengths and a low number of infringements issued.

The Government has been focused on the continued delivery of the NSW Speed Camera Strategy and will continue to review and report its effectiveness. In relation to point-to-point cameras, this has included a focus on enforcing heavy vehicle speeding only.

As committed to in the Speed Camera Strategy, Transport for NSW has been monitoring developments in the implementation of point-to-point enforcement across other Australian jurisdictions. Best practice measures to reduce speed on the NSW network will be considered in the speed management framework.

Recommendation 11

The Committee recommends that Transport for NSW commissions a comparative cost/benefit analysis of the four types of speed cameras used in the State. The results should be used to guide NSW's future speed camera strategy in prioritising the implementation of the most effective and efficient types of speed cameras across NSW.

POSITION

Not supported

COMMENT

The Government will investigate the optimal use of high visibility police and speed camera enforcement to reduce the prevalence of speeding and the resulting road trauma.

However, as set out in the NSW Speed Camera Strategy, different types of speed cameras used in NSW serve different purposes. Hence, a comparative analysis of their cost-benefit ratios is not appropriate.

The effectiveness of each type of speed camera used in NSW will continue to be monitored and reported in annual speed camera reviews conducted by the Centre for Road Safety.

Recommendation 12

The Committee recommends that Transport for NSW, in response to criticisms regarding the operation of speed cameras, develops improvements to the process of regularly reviewing and reporting on the proper functioning of speed cameras across the State.

POSITION

Supported in part

COMMENT

Roads and Maritime Services already operates a quality assurance program to comply with the legislative framework in place for ensuring the operational integrity of speed and red-light cameras which includes requirements for regular calibration.

Speed and red-light camera systems are inspected, tested and certified to verify their accuracy and proper operation before they commence operation, and thereafter at regular intervals. Each camera recording device is inspected every 30 days and each speed-measuring device is inspected at least every 12 months in line with current legal requirements. An inspection is also conducted following any maintenance or repair of either of these devices.

Drivers who have been detected by a speed or red-light camera can check the currency of these inspections on the State Debt Recovery Office website when they log in to view details of the offence.

Transport for NSW and Roads and Maritime Services will consider the development of improvements to improve transparency of the reporting of the currency of inspections to make this available online for all of the community.

As recommended by the Auditor-General, Transport for NSW annually reviews the performance of speed cameras with respect to their impact on crash outcomes and on speeding and red-light running. Performance reviews are published on the Centre for Road Safety website. Transport for NSW also promotes public awareness of the benefits of speed cameras through the 'Don't Rush' campaign.

Recommendation 13

The Committee recommends that Transport for NSW investigates the introduction of compulsory, user-pays installation of Intelligent Speed Adaptation Systems for repeat speeding offenders, in order to improve driver compliance with posted speed limits.

POSITION

Supported

COMMENT

The use of Intelligent Speed Adaptation (ISA) technology to improve compliance by repeat speeding offenders is under investigation.

Transport for NSW will continue to monitor the development and the effectiveness of ISA, including both advisory and supportive systems and the reliability of logged data. To date, research has found that ISA is effective while the system is installed in the offender's vehicle.

The ongoing monitoring will include examination of the technical, policy and legislative implications of implementing an ISA program for repeat speeding offenders. Transport for NSW will also examine any behavioural measures that may be coupled with ISA to extend the road safety benefits beyond the period that the system is installed in the offender's vehicle.

Recommendation 14

The Committee recommends that Transport for NSW advertises the Fair Go for Safer Drivers initiative, to increase awareness about existing rewards for drivers complying with speed limits and other road rules in NSW.

POSITION

Supported

COMMENT

Transport for NSW has raised community awareness about the Government's positive initiatives that encourage and assist motorists to comply with speed limits and other road rules. This includes raising awareness about the Fair Go for Safer Drivers initiative, Transport for NSW's Speed Adviser smartphone application and updating speeding campaigns. For example, the Fair Go for Safer Drivers initiative which provides unrestricted licence holders with a good driving record for five years has been promoted at the Royal Easter Show, through the media and at the time of licence renewals. Further, posters advising of Fair Go for Safer Drivers will be developed and displayed at RMS motor registries and Service NSW Service Centres.

Recommendation 15

> The Committee recommends that Transport for NSW examines and reports on the option of increasing the number of electronic speed advisory signs and variable message boards on NSW roads, in order to improve speed limit compliance across NSW.

POSITION

Supported in principle

COMMENT

Transport for NSW and Roads and Maritime Services are continually investigating use of different technologies to improve speed compliance and reduce road trauma.

Transport for NSW has researched the effectiveness of the use of variable message boards to monitor speeding and provides some funding to Roads and Maritime Services to use them in limited circumstances based on their effectiveness.

Variable Message Signs (VMS) are also used on the road network where appropriate to support and underpin safety messaging. VMS devices are strategically located at high priority locations as required. This strategy is currently used across the road network and a number of new VMS signs and locations are in development across the network.

Electronic vehicle activated speed advisory signs are already being implemented at high risk locations on the road network warning drivers of potential hazards ahead and that they may be travelling too fast for the conditions. Transport for NSW will consider how these vehicle activated signs can be used more extensively to improve safety on the road network as part of the speed management framework.

Recommendation 16

> The Committee recommends that Transport for NSW explores and reports on the option of introducing self-explaining roads in NSW, in order to improve speed limit compliance across the State.

POSITION

Supported in principle

COMMENT

Transport for NSW and Roads and Maritime Services already implements road treatments to manage driver behaviour including compliance with speed limits and will continue to investigate innovative treatments.

To ensure motorists are clearly aware and compliant with the maximum safe travel speed on NSW roads, speed limit signs are installed. However, 'self explaining roads' additionally provide a road environment where the design elicits an intuitive compliance with the speed limit for a particular road. The 'self explaining road' reflects the road type and its intended use. In addition to signage, implementation of 40km/h high pedestrian activity areas and 10km/h shared zones also involve changes to the road environment and design to encourage motorists to travel at the lower speeds.

The exception to mandatory speed limit signage installation is when the default speed limits (50km/h in urban areas and 100km/h in rural areas) apply in the absence of speed limit signs.

Roads and Maritime will continue to apply appropriate speed limits commensurate with road environments, with supplementary signage where necessary (for example, the use of narrow lane and winding road plates under speed limit signs to indicate reasons for a drop in speed limit).

Recommendation 17

The Committee recommends that the NSW Police Force reviews the effectiveness of cameras, as opposed to high visibility policing, as an optimal speed enforcement strategy and whether this reflects contemporary community views about the relative effectiveness of this type of speed enforcement.

POSITION

Not supported

COMMENT

The Community Road Safety Fund has ensured an increased level of high visibility police enforcement across the NSW road network, which has been complemented by the deployment of cameras at crash risk locations. The level of investment in high visibility policing from the road safety budget has more than doubled since 2010.

Speed enforcement in NSW involves a combination of high visibility police and high visibility camera enforcement.

The NSW Police Force is responsible for providing a high visibility enforcement presence on the road network, but is not responsible for speed camera enforcement. As such, the NSW Police Force is not in a position to assess the merits or otherwise of camera enforcement.

Enforcement by NSW police officers has the benefit of providing direct feedback to offenders at the roadside, which immediately addresses driver behaviour.

Speed cameras support police enforcement in NSW by broadening the benefits of speed enforcement across the network and operating at locations that are difficult for police to enforce.

Transport for NSW conducts regular attitudinal research to provide insights into the underlying causes of speeding behaviour. This research has informed the development of policies and communications initiatives to reduce speeding. This attitudinal research regarding speeding was most recently conducted by Transport for NSW in 2013. Police with a radar and red-light speed cameras were viewed as the enforcement measures most likely to discourage speeding and 80% of drivers approved of police enforcement. Half of the respondents reported they would like to see police enforcement increased.

Transport for NSW will continue to review the use of speed enforcement measures through reviews of their effectiveness and ongoing community attitudes surveys. Transport for NSW annually reviews the performance of speed cameras with respect to their impact on crash outcomes and on speeding and red-light running. Performance reviews are published on the Centre for Road Safety website.

Recommendation 18

The Committee recommends that the NSW Government, through the Working Group on Demerit Points, conducts a review of double demerit points periods in order to:
- Strengthen the evidence base.
- Examine its objective fairness, in light of earlier changes made to reduce penalties under the Scheme to make it more lenient.

POSITION

Not supported

COMMENT

Double demerit points have proven highly successful in reducing road trauma in NSW. Transport for NSW will publish the road trauma results for double demerit points weekends on the Centre for Road Safety website.

Recommendation 19

The Committee recommends that the NSW Government investigates the safety impacts of the reduction in demerit points for speeding offences for driving less than 10km/h above the speed limit, with specific reference to whether the decrease from 3 points to 1 point:
-May have the unintended consequence of increasing community acceptance of lower level speeding.
-Requires additional countermeasures to overcome such acceptance, such as increased fines or participation in additional driver awareness programs.

POSITION

Supported in-principle

COMMENT

Speed thresholds within the NSW Demerit Points Scheme were changed in 2009. This change reduced the total number of demerit points for speeding offences, lessening the burden of the scheme on NSW drivers for low-level speeding offences.

Following the change in 2009, community acceptance of low-level speeding appeared to increase, as identified by surveys examining community attitudes to speeding, and speeding related casualties increased in the following year. However, subsequent increases in high visibility police and speed camera enforcement have appeared to help address this trend in speeding-related casualties.

Transport for NSW will continue to undertake community attitudes research and analyse crash and offence data to investigate how demerit points and other countermeasures can reduce the social acceptability of speeding at all levels. This will inform future strategic policy development.

Recommendation 20

The Committee recommends that the NSW Government raises the lack of uniformity in the application of demerit points and the impediments to a nationally consistent demerit points scheme for consideration at the next Transport and Infrastructure Council meeting.

POSITION

Supported

COMMENT

NSW will participate in any national analysis of demerit points led by the Commonwealth Government.

Recommendation 21

> The Committee recommends that the NSW Department of Education and Communities includes a specific module on the risks of low-level speeding as part of the PDHPE 7-10 syllabus dealing with road safety.

POSITION

Supported in part

COMMENT

Transport for NSW has already developed resources with the education sectors that address low level speeding. In Years 10 and 11 road safety resources include age appropriate subject matter about low level speeding. These paper resources will be available online in 2015 and be even more accessible to school teachers who can use the resources on interactive whiteboards or classroom computers or tablets.

The Department of Education and Communities (DEC) considers that teaching about low-level speeding in Years 7 and 8 (Stage 4) is not appropriate due to the age of students.

In Years 9 and 10 (Stage 5), students already learn about being a responsible driver and consequences of unsafe road use behaviour, including speeding, as part of PDHPE. These students are closer to the learner driver age. *Limiting Risks, Protecting Lives: Choices for novice drivers and their passengers*, developed by Transport for NSW, contains information and activities about speeding, including low-level speeding. This resource was issued to all NSW high schools in 2009 and 2010. The DEC promotes the use of this document as the leading resource for teaching about road safety to young drivers.

Recommendation 22

The Committee recommends that Transport for NSW ensures that more emphasis be placed on the risks and consequences of low-level speeding as part of the Graduated Licensing Scheme and the Safer Drivers Course, with the aim of changing attitudes of novice drivers towards this practice.

POSITION

Supported

COMMENT

Learning materials provided to novice drivers within the Graduated Licensing Scheme and as part of the Safer Drivers Course are updated regularly to ensure the information provided remains accurate and relevant. For future updates of these materials, Transport for NSW will look for opportunities to highlight the risks and consequences of all levels of speeding.

Recommendation 23

The Committee recommends that Transport for NSW investigates the operation and benefits of the UK Speed Awareness Course for low-level speeding offences, with a view to implementing a similar program in NSW as an alternative to a loss of demerit points for such offences.

POSITION

Not supported

COMMENT

Transport for NSW does not consider there is sufficient evidence to support introduction of a program similar to the UK Speed Awareness Program at this stage. Any behavioural program to address speeding in NSW should deliver improved road safety outcomes.

Transport for NSW has previously reviewed the operation and effectiveness of the UK Speed Awareness Course. The Course provides an alternative to prosecution for drivers caught speeding. To date, there has been no published crash-based evaluation of the Course.

It is noted that the focus of any investment into development of new road safety behavioural programs is more likely to redress repeat speeding offenders.

Recommendation 24

The Committee recommends that Transport for NSW consults more extensively with Road Safety Officers in the design and implementation of community based safety awareness campaigns and ensures their representation on inter-governmental road safety consultative forums in the delivery of road safety messages.

POSITION

Supported

COMMENT

The new Local Government Program launched 1 July 2014 is providing a platform for better engagement of local governments including Road Safety Officers (RSOs) to seek their input and feedback into road safety initiatives.

Transport for NSW has started disseminating campaign materials directly to Road Safety Officers and conducted workshops to help develop locally based road safety initiatives. Local governments were represented in development of strategic directions in the development of Pedestrian and Cycling Action Plans.

It is appropriate that Road Safety Officers at councils are consulted closely in designing and implementing community-based safety awareness campaigns. Councils are required to prepare a Community Strategic Plan (CSP), which identifies the community's main priorities and aspirations for the future and develop strategies for achieving these goals. Road Safety Officers are well placed to provide advice regarding how their council's CSP can inform community awareness campaigns on road safety and how such campaigns can be designed for maximum effectiveness in their local area.

Recommendation 25

The Committee recommends that Transport for NSW develops a public education campaign and related strategies to combat the acceptance of low-level speeding in the community, with a view to increase general awareness of speed as a significant factor in crash involvement.

POSITION

Supported in part

COMMENT

Transport for NSW is planning to develop a new campaign in 2015/16 to address the acceptability of speeding at all levels.

The development of the speed management framework will consider further measures to tackle the social acceptability of speeding.

Recommendation 26

The Committee recommends that Transport for NSW continues to strengthen its involvement in collaborative community based strategies, as part of a coordinated national approach to achieve greater compliance with speed limits.

POSITION

Supported

COMMENT

Road safety policies and programs in NSW are delivered involving community based actions as well as national coordinated strategic directions.

Transport for NSW supports the Local Government Road Safety Program in partnership with Roads and Maritime Services and participating local councils. The program was revised recently to include more councils and raise the profile of road safety issues in NSW, including the importance of complying with speed limits.

The program started in 1992 and has grown to include more than 80 councils. Most of these receive 50-50 funding for a Road Safety Officer, as well as funding for local road safety projects. Councils in the program support State-wide road safety initiatives and deliver projects to improve road safety for their local residents. They each develop a three-year action plan outlining all the programs, projects and activities they will deliver to address local road safety issues.

Further exemplifying the community-based focus of Transport for NSW, the Community Road Safety Grants program was implemented in 2015 to provide community groups across NSW with the opportunity to deliver local safety projects, including in relation to speeding. Locally run projects will help increase road safety awareness and support safer road use.

Nationally, the Austroads Safety Taskforce has initiated a new project looking at ways of achieving greater compliance with speed limits through increasing community demand for safer speed limits. The project may provide guidance or campaign materials that Transport for NSW can utilise to support the implementation of effective policies and programs.