

**Submission  
No 25**

## INQUIRY INTO SPEED ZONING AND ITS IMPACT ON THE DEMERIT POINTS SCHEME

Name: Name Suppressed

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*Partially Confidential*

- a) the contribution of speed to crash rates on NSW roads;

Speed as a contributor to crash rate on NSW roads is distorted and over reported by other factors especially fatigue and driver distraction. This has distorted speed zoning in NSW biased towards lower speed limits. Over the past 3 decades the introduction of random breath testing/enforcement and the improved quality of roads has been the main contributor to a significant reduction in crash rates. To lower crash rates further roads should be upgraded and hazards eliminated.

- b) the rationale for and current operation of speed zones on NSW roads;

The rationale behind speed zones should be linked to minimising fatigue. Slower speed zones increase the risk of fatigue. Speed zones should be increased to lower the risk of fatigue by allowing drivers to reach destinations quicker.

School zones should be ideally eliminated from dangerous major state roads by eliminating access from schools to the road i.e. fencing and closing school gates. School zones should be in force on the days only when the actual school is open rather than an arbitrary list of gazetted state wide days. This will promote school safety, compliance and eliminate risks.

- d) mechanisms for reviewing the appropriateness of maximum speed limits;

Maximum speed limits should be increased to at least 130 km/h on divided rural motorways, urban motorways and in sealed roads in the far west of the state.

- e) the operation of speed limits in other jurisdictions;

Speed limits and regulation in Germany are the key model for safer roads. German urban areas have extensive 30km/h limits in urban areas which has contributed to a significantly lower crash rate partially for non-car or pedestrian users. Extensive unrestricted speed limits on motorways has benefited society without having a substantial effect on crash rates. Therefore it is recommended that maximum speed limits in NSW be unrestricted, in suitable areas.

- f) the appropriateness of current thresholds in the Demerit Points Scheme for speeding offences;

The current threshold in the demerit points scheme should be relaxed and simplified. The following demerit points should apply 0-15 km/h 1 point, 15-29 3 points and 30 km over. With the 45km/h threshold eliminated. The threshold of incurring a speeding offence should be established at within 10% of the speed limit, with a minimum of 5km per hour. For example, 110km/h speed limit, 11 km/h threshold. Small margins in speed do not dramatically make differences in risk. Learner and P1 speed limit of 90km/h should be eliminated as this creates significant disparities in speed in high speed roads and promoting dangerous overtaking behaviour especially on single lane roads. The P2 100km/h limit should be eliminated and would make this consistent with other jurisdictions such as ACT and Victoria. ACT provisional drivers have lower crash rates despite having fewer unnecessary and unfair restrictions. Speed zones should be zoned to maximise the economic benefits of roads. Radar detectors should be made legalised. The following roads speed limit should be increased M2 motorway (110km/h), M4 motorway (110km/h), M1 Sydney Newcastle Freeway 130km/h, Bells line of road (100km/h) Hume Highway 130km/h, Newell highway outside of urban areas (130km/h) and Great Western highway west of Lithgow (120km/h) These increases will reduce fatigue levels and crash rates.

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